City Of Hamilton, Texas

Council Meeting Packet

February 27, 2020

6:00 PM

200 E. Main Street

Hamilton, TX 76531

NOTICE OF CALLED MEETING
OF THE GOVERNING BODY OF THE
CITY OF HAMILTON, TEXAS
FEBRUARY 27, 2020

Notice is hereby given that a Called Council Meeting of the Governing Body of the City of Hamilton, Texas will be held on the 27th day of February, 2020 at 6:00 p.m. in City Hall, 200 East Main, Hamilton, Texas, concerning the following matters.

Item No. I: Call Meeting to Order.

1. Opening Prayer
2. Pledge of Allegiance

Item No. II: Public Comments.

The City Council invites persons with comments on any agenda item to briefly address the Council. In addition, any member of the public can briefly address the Council on items not on the agenda for the limited purpose of determining whether the matter should be referred to staff for study and/or placed on a future agenda. State law prohibits the City Council from considering, discussing or taking any action on any item not listed on the posted agenda. This is a privilege granted by the City Council. Please keep your comments limited to three minutes or less.

Item No. III: Agenda Deliberations.

1. Consideration and/or Action Accepting the Hotel & Motel Occupancy Tax Financial Report for 4th Quarter 2019 and Related Reports. (Hamilton Chamber of Commerce).

2. Consideration and/or Action on a Resolution supporting a Texas Department of Transportation 2020 Aviation Capital Improvement Program Grant.

3. Presentation of funding options for road projects by Government Capital. D'Anne Carson will lead a discussion on Certificates of Obligation and other options.

4. Discussion for future action on Roadways and Drainage - Workshop.

Item No. VIII: Future Agenda Items

Item No. IX: Adjourn Regular Meeting

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

I, the undersigned authority, do hereby certify that the above notice of meeting of the Governing Body of the City of Hamilton, Texas is a true and correct copy of said notice posted at City Hall of said City of Hamilton, Texas a place convenient and readily accessible to the General Public at all times, and said notice was posted February 21, 2020 at or before 6:00 p.m. The City of Hamilton encourages all citizens to attend.

_____

Ryan W. Polster, City Secretary

City Hall is accessible to the disabled. Disabled individuals requiring a reasonable accommodation must submit a request 48 hours prior to the meeting to the City Administrator. Please call 254-386-8116.

HAMILTON
EST. TEXAS 1858
CITY OF HAMILTON

Agenda Item #1

For Council Action
February 27, 2020

To: Honorable Mayor and City Council

From: Ryan Polster, Interim City Administrator

Subject: Consideration and/or Action Accepting the Hotel & Motel Occupancy Tax Financial Report for 4th Quarter 2019 and Related Reports. (Hamilton Chamber of Commerce).

Background: Kim Hinton of the Chamber will present the report.

Recommendation: Council approve.

HOTEL & MOTEL OCCUPANCY TAX
2019 4th quarter
CITY COUNCIL MEETING
14-Nov-19

DESCRIPTION	Jan-Mar 2019	April-June 2019	July- Sept 2019	Oct-Dec 2019	Fiscal YTD	2019 BUDGET	% OF BUDGET
Revenue							
Occupancy Tax	$2,371.65	$8,429.73	$6,015.70	$6,436.17	$23,253.25	$ 26,000.00	89%
Total Revenue					**$ 23,253.25**	**$ 26,000.00**	**89%**
Expenses							
Membership Dues						$ 500.00	0%
Salaries	$500.00	$500.00		$1,000.00	$2,000.00	$ 2,000.00	8%
Marketing, Solicitaton, Promo	$2,029.99	$1,849.25	$9,494.75	$550.00	$13,923.99	$ 12,000.00	54%
Travel/Continuing Education/ Conference	$0.00					$ 1,000.00	0%
Website	$0.00					$ 1,000.00	0%
Festivals-Promotion of the Arts	$0.00	$2,500.00			$2,500.00	$ 8,000.00	10%
Historical	$0.00					$ 500.00	0%
Miscellaneous	$0.00	$26.16			$26.16	$ 1,000.00	0%
Total Expenses	**$ 2,529.99**	**$4,875.41**	**$9,494.75**	**$ 1,550.00**	**$18,450.15**	**$ 26,000.00**	**71%**

Excess Revenues/(Expenses)

Beginning Cash Balance	$ 2,917.37	$ 2,759.03	$ 5,613.35	$ 2,134.30
Plus Revenues:	$ 2,371.65	$ 8,429.73	$6,015.70	$ 6,436.17
Less Expenses:	$ 2,529.99	$4,875.41	$9,494.75	$ 1,550.00
Ending Cash Balance	**$ 2,759.03**	**$5,613.35**	**$2,134.30**	**$ 7,020.47**

Hamilton Inn	Budget Inn	Western Inn	Amwell House
$1,171.80	**1,518.29**	**$806.72**	
$1,843.03	**2,198.53**	**$387.99**	
$1,633.80	$2,605.69	**476.94**	
		$592.50	
		496.80	
		$571.67	
		$675.98	
		$766.96	
		$531.20	
		$1,399.26	

		$1,096.70					
		797.42					
		806.72					

QUARTERLY & YEAR-TO-DATE REPORT
HOTEL & MOTEL OCCUPANCY TAX
2005 BUDGET
March 31, 2005

	2005

CITY OF HAMILTON

Agenda Item #2

For Council Action
February 27, 2020

To: Honorable Mayor and City Council
From: Ryan Polster, Interim City Administrator

Subject: Consider and/or Action on a Resolution supporting a Texas Department of Transportation 2020 Aviation Capital Improvement Program Grant.

Background:
The general description of the Aviation Capital Improvement Program Project is described as Rehabilitate and mark RW 18-36(5000x75)(Statewide Sealcoat)(NPE '17, '18, '19), Engineering Design for airfield pavement rehabilitation(Statewide Sealcoat), Rehabilitate and mark partial parallel TW(1100x35) and North TW(850x35), Admin, Fees, RPR, Contingencies for airfield pavement rehabilitation. The useful life of any asphalt paved road surface is 10 years. The Hamilton airport pavement area is in excess of 7 years old.

Financial assistance from the Texas Department of Transportation for these improvements is available. The City will be responsible for 10% of the total project costs currently estimated to be $489,000. The Council is asked to commit the required $48,900 of its Airport Budgetary funds in this project. There will be a proposal to the Hamilton Economic Development Board to provide assistance with the airport match; utilizing 4b city tax funds.

The City will name the Texas Department of Transportation as its agent for the purposes of applying for, receiving and disbursing all funds for these improvements, and for the administration of contracts necessary for the implementation of this Project.

Recommendation: City Council approval.

RESOLUTION 04-20

A RESOLUTION OF THE CITY OF HAMILTON APPROVING TEXAS DEPARTMENT OF TRANSPORTATION GRANT FOR THE HAMILTON CITY AIRPORT THROUGH THE AVIATION CAPITAL IMPROVEMENT PROGRAM FOR REHABILITATION AND MARKING OF PAVEMENT

WHEREAS, the CITY OF HAMILTON intends to make certain improvements to the Hamilton Municipal Airport; and

WHEREAS, the general description of the project is described as: Rehabilitate and mark RW 18-36(5000x75)(Statewide Sealcoat)(NPE ’17, ’18, ’19), Engineering Design for airfield pavement rehabilitation(Statewide Sealcoat), Rehabilitate and mark partial parallel TW(1100x35) and North TW(850x35), Admin, Fees, RPR, Contingencies for airfield pavement rehabilitation; and

WHEREAS, the CITY OF HAMILTON intends to request financial assistance from the Texas Department of Transportation for these improvements; and

WHEREAS, total project costs are estimated to be $489,000.00, and the CITY OF HAMILTON will be responsible for 10% of the total project costs currently estimated to be $48,900.00; and

WHEREAS, the CITY OF HAMILTON names the Texas Department of Transportation as its agent for the purposes of applying for, receiving and disbursing all funds for these improvements and for the administration of contracts necessary for the implementation of these improvements;

NOW, THEREFORE, BE IT RESLOVED, that the CITY OF HAMILTON hereby directs the Mayor to execute on behalf of the CITY OF HAMILTON, at the appropriate time, and with the appropriate authorizations of this governing body, all contracts and agreements with the State of Texas, represented by the Texas Department of Transportation, and such other parties shall be necessary and appropriate for implementation of the improvements to the HAMILTON MUNICIPAL AIRPORT.

DULY PASSED BY THE CITY COUNCIL OF THE CITY OF HAMILTON, TEXAS on the 27th day of February, 2020.

CITY OF HAMILTON, TEXAS

By: _____
Jim McInnis, Mayor

ATTESTED:

_____
Ryan W. Polster, City Secretary

APPROVED AS TO FORM:

_____
Connie Z. White, City Attorney

AVIATION CAPITAL IMPROVEMENT PROGRAM

Texas Department of Transportation -- Aviation Division

Locations, Projects, and Costs

February 14, 2020

FEDERAL & STATE FY 2020

Federal FY 2020 (October 2019 - September 2020)/State FY 2020 (September 2019 - August 2020)

City & Airport	Project Status & Description	Project Costs Total	Federal	State	Local
HAMILTON	***Project Status:***				
HAMILTON MUNI	*PENDING*				
	Rehabilitate and mark RW 18-36 (5000 x 75) (STATEWIDE SEALCOAT) (NPE '17, '18, '19)	310,000	279,000	0	31,000
	Engineering Design for airfield pavement rehbilitation (STATEWIDE SEALCOAT)	25,000	22,500	0	2,500
	Rehabilitate & mark partial parallel TW (1100 x 35) & north TW (850 x 35)	54,000	48,600	0	5,400
	Admin, Fees, RPR, Contingencies for airfield pavement rehabilitation	100,000	90,000	0	10,000
	Project Totals:	**$ 489,000**	**$ 440,100**	**$ 0**	**$ 48,900**

CITY OF HAMILTON

Agenda Item #3

For Council Action
February 27, 2020

To: Honorable Mayor and City Council
From: Ryan Polster, Interim City Administrator

Subject: Presentation of funding options for road projects by Government Capital. D'Anne Carson will lead a discussion on Certificates of Obligation and other options.

Background:
Current non-budgeted funds being set aside for streets are estimated at $7000.00 per month, currently totaling about $128,000.00. The current budget for street maintenance material is divided into two line items – Asphalt & Caliche and SealCoating/Paving totaling $150,000.00 minus what has been spent. After deciding on the most important areas to repair and the areas to aggressively maintain, additional financing may be planned. This is an opportunity to explore funding.

Recommendation: City Council approval.

Gmail by Google

Ryan Polster <citysecretary@ci.hamilton.tx.us>

Municipal Debt Q4 Surge

1 message

Stephanie Cates <stephanie.cates@govcap.com>
Reply-To: stephanie.cates@govcap.com
To: citysecretary@ci.hamilton.tx.us

Thu, Jan 30, 2020 at 2:48 PM

MUNICIPAL DEBT ISSUANCES SURGE 55% IN Q4 2019

The year 2019 ended up being a very good year for the U.S. economy. In a year which included major international trade disputes and a weak global economy, American consumers demonstrated exceptional resilience and versatility. As a result, the S&P 500 and Nasdaq surged roughly 30% for the year which are the largest annual increases in those indexes since 2013. The U.S. labor market remained strong throughout the year with unemployment hitting a 50 year low of 3.5%, and a strong increase in new jobs at year-end, well exceeding analysts' expectations. The strong labor market has increased worker wages roughly 3% this year which is one of the largest annual increases over the past decade. This has helped keep consumer spending at a robust level, helping to offset the recent trends of lower business investment, weaker exports and a contracting manufacturing sector abroad.

The Federal Reserve lowered interest rates three times last year in order to mitigate some risks posed by slowing global growth and international trade uncertainty. December's Federal Reserve Policy meeting minutes indicated most Fed officials don't project any adjustments to the current monetary policy, which is to keep interest rates at their current levels. Not one of the 17 officials currently envision any interest rate cuts in 2020 and only four project a potential rate increase by the end of the year. The Fed indicated inflation will be one of their main areas of focus this year. Inflation has been hovering around 1.6%, slightly below their 2% target. The Fed has already been acting on the softer inflation rate by pumping money into the market thereby providing temporary liquidity. Recently, the Fed has been buying roughly $60 billion of Treasury bills every month to help keep the economy's momentum going.

This time last year, the Fed was under fire after they increased interest rates again in early December. Their action essentially sidelined many market participants causing the domestic stock market to decrease roughly 20% in less than one month. However, market participants were much more satisfied with the Fed's actions (including three interest rate cuts) in 2019. Municipal debt issuances exploded in the fourth quarter of 2019, increasing 55% compared to the fourth quarter of 2018. Annual municipal debt issuances increased from $346 Billion in 2018 to $423 Billion in 2019, a healthy 22% boost. Many fixed income strategists believe this trend will continue in this current low interest rate environment and projections for 2020 debt issuances range from $400 Billion to $450 Billion.

Our economy's robust growth is projected to moderate in 2020 as there are still concerns and headwinds facing the U.S. and rest of the world. It's increasingly difficult to project how the economy will perform, considering this is an election year where markets and business sentiment tend to be more volatile. However,

RECENT CLOSINGS

Louisiana School
Smartboard Technology
$884,000 * 3 Years

Illinois County
Energy Conservation Project
$943,196 * 15 Years

California Emergency Comm. Center
Technology
$1,655,597 * 10 Years

Oregon School
Housing Project
$211,000 * 20 Years

New Hampshire County
Body Scanners
$121,679 * 7 Years

New York City
Sewer Truck
$420,416 * 5 Years

Missouri Water Supply District
Water Meter Project
$333,254 * 10 Years

Texas Emergency Services District
Fire Stations
$4,533,750 * 10 Years

Alabama School
Education Curriculum
$900,000 * 3 Years

Massachusetts City
Heavy Equipment
$185,000 * 5 Years

New Mexico College
Utility Vehicles
$263,331 * 3 Years

Kansas School
Facility Improvements
$383,926 * 8 Years

the general consensus is that interest rates should stay near their historical lows for the foreseeable future.

Colorado School
Bus
$148,023 * 3 Years

Article provided by Zac Saldi
Government Capital Corporation

U.S Municipal Issuance History ($ Billions)						
	2014	2015	2016	2017	2018	2019
Q4	$99.3B	$84.7B	$104.9B	$146.7B	$92.8B	$143.6B
Annual	$339.1B	$405.1B	$451.9B	$449.0B	$346.1B	$423.4B

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345 Miron Drive
Southlake, TX 76092

HAMILTON STREET SYSTEM

2017

INTRODUCTION

It is important for all Cities to have and to follow a Street Plan to address the restoration of existing streets. To form this plan for Hamilton a street condition survey has been conducted. This survey classifies and measures all paved streets within the city limits. During this survey it was also noted if any curb and gutter was present, and the lengths thereof.

A street needs and assessment study conducted by *Public Sector Consulting* in 1998 has also been reviewed for compiling this Street Plan. This study classified each street in Hamilton as a feeder, residential or State maintained street. It also listed the length of each street.

The proposed plan takes into consideration the current effectiveness of storm water drainage, traffic flow, the condition of the driving surfaces, the structural integrity of the pavement structure, and the future growth in the City of Hamilton. Location of curb and gutter is indicated on Map 1, "Existing Street Conditions". Map 2, "Proposed Street Improvements", shows the location of proposed street improvements for the next twenty years. Cost estimates for these proposed improvements are given at the end of this report. Also, this street plan does not address the needed replacement of water or sewer lines located below most of the City streets.

EXISTING STREET CONDITIONS

There are approximately 39.7 miles of streets within the City. Approximately 10.6 miles of those streets have some form of concrete curb and gutter, which is primarily located in the downtown area. Map 2 shows the field inventory of the existing streets. The conditions used to classify the streets are identified below.

Street Classification System

Condition	Description
Excellent	New.
Good	Small amounts of oxidation, cracking, raveling, and no base failures; good maintenance has been practiced.
Fair	Oxidized and inactive; moderate surface cracking and scattered failures.
Poor	Numerous base failures, cross-hatched cracking; unpaved streets, very narrow driving surfaces, poor drainage problems.

The street conditions shown on Map 1 are itemized by quantity in the table below:

Street Condition Summary

Classification	Total Miles of Street	Percentage
Excellent	1.33	3
Good	4.58	12
Fair	10.20	26
Poor	23.58	59
Total	**39.69**	**100**

Street Condition Survey (Northwest Quadrant)

Name	General Direction of Travel	Collector/ Residential	Street Classification	Length (ft)
Thompson St.	N-S	Residential	Poor	P – 160
Pipes Street	N-S	Collector	Poor	P - 990
Vernon St.	N-S	Residential	Poor	P - 380
Liveoak Ln.	N-S	Residential	Poor	P –1,050
Smith Ave.	N-S	Residential	Poor	P – 1 ,400
Stidham	N-S	Residential	Excellent / Good / Fair / Poor	E –500 G – 1 ,020 F - 830 P –960
Price St.	N-S	Residential	Good / Fair / Poor	G –720 F –2,970 P –1,680
Howard	N-S	Residential	Fair / Poor	F –1,580 P -3,390
Lemmons	N-S	Collector	Fair / Poor	F –2,050 P –820
Cage St.	**N-S**	Collector / Residential	Fair / Poor	F –2,780 P -710
North Mary Nelson St.	N-S	Residential	Poor	P –1,140
Alamo	**N-S**	Residential	Fair / Poor	F –2,100 P - 490
Little St.	E-W	Collector / Residential	Poor	P –2,670
James St.	E-W	Collector / Residential	Poor	P -650
West McCaleb	E-W	Residential	Poor	P –3,420
Robert E. Lee Rd.		Private		
Francis Marion Rd.	E-W	Residential	Pour	P –3,730
Clarke St.	E-W	Collector	Poor	P –1,820
Hill Top Rd.	E-W	Residential	Fair / Poor	F –500 P -680
Snell St.	E-W	Residential	Poor	P 1,080
Whitney St.	E-W	Residential	Fair / Poor	F –290 P –3,440
Gentry St.	E-W	Collector / Residential	Excellent / Good / Fair / Poor	E –510 G –720 F –3,240 P –3,650
Ross	E-W	Collector / Residential	Good/Fair/Poor	G -3,200 F –2,030 P –1,940

Henry	E-W	Collector / Residential	Fair / Poor	F –5,410 P - 980
Boynton	E-W	Collector / Residential	Excellent / Good / Fair / Poor	E –790 G –860 F –3,490 P –2,910
Stonewall Jackson	E-W	Residential	Poor	P - 340

Street Condition Survey (Southwest Quadrant)

Name	General Direction of Travel	Collector/ Residential	Street Classification	Length (ft)
College	N-S	Collector / Residential	Excellent / Good / Fair / Poor	E –510 G -1,950 F –310 P - 310
Taylor	N-S	Collector / Residential	Excellent / Good / Fair / Poor	E –1,050 G –720 F –120 P –1,460
Hercules St.	N-S	Collector	Poor	P - 980
Old Shive Rd.	N-S	Collector	Fair / Poor	F –860
1st Street / Grogan	E-W	Collector / Residential	Fair / Poor	F –3,600 P –1,440
2nd St. Baker	E-W	Residential	Fair / Poor	F –1,080
3st St.	E-W	Residential	Fair / Poor	F –580 P - 310
4th St.	E-W	Residential	Poor	P - 960
Leslie	E-W	Collector / Residential	Good / Fair / Poor	G –3,770 F –500 P –1,380
Coke	E-W	Residential	Good / Fair / Poor	G –1,010
Pierson	E-W	Collector / Residential	Good / Fair / Poor	G -350 F –1,830 P -4,000
Crews	E-W	Collector / Residential	Good / Fair / Poor	G -370 F –1,060 P –1,240
Standifer	E-W	Collector / Residential	Excellent / Good / Fair / Poor	E –1,430 G –370 F –1,060 P - 4,980
Hill	E-W	Residential	Excellent / Fair / Poor	E –720 F –780

Street Condition Survey (Northeast Quadrant)

Name	General Direction of Travel	Collector/ Residential	Street Classification	Length (ft)
Hoard	E-W	Collector / Residential	Poor	P – 1,150
Blansit /Railroad	N-S	Arterial	Fair / Poor	F – 700 P – 5,190
East McCaleb	E-W	Collector	Poor	P – 1,270
Snell Road	E-W	Residential	Poor	P – 320
McDurmitt	N-S	Collector	Poor	P – 2,530
Lanthe Ave.	N-S	Residential	Poor	P – 710
Park Hill Road	N-S	Residential	Fair / Poor	F – 360 P – 1,030
Johnson	N-S	Residential	Fair	F - 990
Nickelson	N-S	Residential	Poor	P - 1,870
Oak Hill	N-S	Residential	Fair / Poor	F - 350 P - 160
Brown St.	N-S	Collector / Residential	Good / Fair / Poor	G - 1,630 F - 910 P - 410
Manning St.	N-S	Residential	Good / Fair / Poor	G - 360 F - 730 P - 2,090
North Jones Ave.	N-S	Residential	Excellent	E – 360
Lee Drive	N-S	Residential	Excellent	E – 1,140
Navajo Trail	N-S	Residential	Fair	F – 2,080
Cheyenne Mesa	N-S	Residential	Poor	P – 2,690

Street Condition Survey (Southeast Quadrant)

Name	General Direction of Travel	Collector/ Residential	Street Classification	Length (ft)
Pecan	N-S	Residential	Good / Poor	G - 1,790 P - 3,860
Bell	N-S	Collector / Residential	Good / Fair / Poor	G - 720 F – 1,420 P - 3,390
Hall St.	N-S	Residential	Good / Fair / Poor	G - 380 F - 80 P – 2,700
Lloyd St.	N-S	Residential	Fair / Poor	F - 390 P –3,490
Regan	N-S	Residential	Good / Fair / Poor	G – 1,800 F – 1,420 P – 1,860
Jonesboro Rd.	E-W	Collector	Fair / Poor	F - 400 P – 3,300
Butch	E-W	Residential	Fair	F - 740
Oak Ridge	E-W	Residential	Poor	P - 810
E. Lee	F-W	Residential	Fair / Poor	F - 1 50 P -350
Laura F.	E-W	Residential	Poor	P – 690
Boulden	N-S	Residential	Fair / Poor	F – 1,830

				P –2,260
Wieser St.	N-S	Residential	Poor	P – 1,420
Oak St.	E-W	Residential	Poor	P -630
Elm St.	E-W	Residential	Poor	P –290
Williams St.	N-S	Residential	Fair / Poor	F –2,280 P -450
Sherry Lee	N-S	Residential	Fair	F - 600 P -
White St.	E-W	Collector / Residential	Fair / Poor	F –3,250 P -660
Barkley Ave.	N-S	Residential	Fair / Poor	F - 700 P – 1,260
Nancy Ann	N-S	Collector / Residential	Fair / Poor	F - 370 P – 1,890
Meadow Lark Ln.	N-S	Residential	Fair	F – 1,290
Dempster	N-S	Residential	Good / Poor	G - 330 P – 1,060

Many of the streets appear to be in good condition because the driving surface is fairly smooth. A large number of these streets have been classified as fair or poor because of large surface cracks, failed base near the edges, or a very narrow driving surface. The street edges have failed due to inadequate thickness of base when the street was widened. Large cracks have allowed surface water to penetrate the base material causing the base to fail, or there may be insufficient shoulder width to laterally support the main road structure width when shrink/swelling occurs due to changes in moisture content below.

STREET CLASSIFICATIONS

Streets and thoroughfares are classified according to their role within the street system and the volume of traffic. Each street has a separate function and all streets work together in a street system. The general classification of streets within the system are major arterial, collector, and residential.

Major Arterials

The major arterials are wide streets that carry large volumes of traffic through the City. All of the State maintained highways in Hamilton are major arterial streets. They consist of State Highway 36, U. S. Highway 281, Farm to Market (FM) 218, FM 932 and FM 1241. In addition, Blansit Road, which is also called Railroad Avenue, is a major arterial that extends in a north-south direction through the City.

Collectors

Collector streets feed the arterials. The main collectors in the north part of Hamilton consist of Little Street, McDurmitt, and McCaleb. Clarke Street, Cage Street, Lemmons Street, Ross Street, and Henry Street are the major collectors in the northwest. Ross Street and Henry Street also extend into the northeast section of Hamilton as a Collector. They are joined here by Pecan Street, Bell and Hall Street as additional Collectors. Grogan, Shive Road, Taylor, Crews, and Standifer make up the main Collectors in the southwest section of Hamilton. This leaves Jonesboro Road, Pecan Street, Lloyd and Bell Street

in the southeast section. Each of these streets are high priority for rehabilitation and expenditures because of high traffic volume.

Residential

Residential streets feed the collectors. All other streets within Hamilton are classified as residential. Residential streets have considerably lower traffic volumes and do not deteriorate as quickly as the arterials and collectors. Therefore, residential streets are usually a lower priority for rehabilitation procedures and expenditures.

STREET SYSTEM ANALYSIS

The majority (85%) of streets in Hamilton are rated as "fair" and "poor" and need improvement. These streets are in their current conditions because of age, inadequate sub-grade preparation, poor quality base material (or insufficient quantity), excessive traffic loading, and inadequate maintenance. The existing street system in Hamilton needs rehabilitation to improve the quality of streets. The number and location of streets in Hamilton is sufficient to support the current traffic and population. Specific problems regarding the streets in Hamilton are as follows:

- Some streets may only require seal coating or hot mix overlay, while others need to be completely scarified and reconstructed.
- Poor drainage in bar ditches.
- Narrow streets, lack of curb and gutter and a lack of storm sewers.
- Asphaltic low water crossings located on McDurmitt Street just north of East Little Street, on Ross Street north of Pecan, and on Pierson east of Boulden there are low water crossings with no culverts. Water travels across the roadway and comes into direct contact with the asphalt pavement. Adequate culverts should be installed or the crossings should be constructed of concrete to prevent erosion and repeated saturation of the pavement structure.
- Exposed utilities crossing a bridge at Henry and Railroad and another on a low water crossing on Pierson east of Railroad. Each of these situations creates a potential hazard for vehicular traffic and should be replaced beneath the driving surface.
- Below is a list showing a portion of the other streets (those that are not addressed in the 20-year plan) requiring improvements. These streets are ranked according to need for attention.

List of Streets Requiring Improvement

#	Name	Collector/ Residential	Street Classification	Length (ft)
	East McCaleb St.	Collector	Poor	Poor - 1,270
2	Lloyd St.	Residential	Fair & Poor	Fair –390 Poor -3,490
3	Manning St.	Residential	Good, Fair & Poor	Good –360 Fair –730 Poor -2,090
4	Boulden St.	Residential	Fair & Poor	Fair –1 ,830 Poor -2,260
5	Jonesboro Rd.	Collector	Fair-&-Poor	Fair - 400 Poor -3,300
6	Wieser St.	Residential	Poor	Poor 1,420

7	Laura F.	Residential	Poor	Poor - 690
8	Hoard St.	Collector	Poor	P 1,150
9	Blansit / Railroad	Arterial	Fair & Poor	F – 700 P – 5,190
10	Pipes St.	Collector	Poor	P – 990
11	Lemmons St.	Collector	Fair & Poor	F – 2,050 P – 820
12	Little St.	Collector / Residential	Poor	P – 2,670
13	Clarke St.	Collector	Poor	P – 1 ,820
14	Grogan / lst Street	Collector / Residential	Fair & Poor	F – 3,600 P – 1,440
15	West McCaleb St.	Residential	Poor	P – 3,420
16	Francis Marion Rd.	Residential	Poor	P – 3,730
17	Howard St.	Residential	Fair & Poor	F – 1,580 P – 3,390
18	Price St.	Residential	Good, Fair & Poor	G – 720 F – 2,970 P – 1,680
19	Snell St.	Residential	Poor	P – 1 ,080
20	Pecan St.	Residential	Good & Poor	G – 1 ,790 P – 3,860

PROPOSED STREET SYSTEM IMPROVEMENTS

GOALS AND OBJECTIVES

The goal of the street system plm1 is to improve the existing street system in Hamilton through a 20-year plan broken into five phases. The general objectives of this plan are as follows (see next section for the timeline, list of priorities, cost and sources of funding):

- Spot repair and seal coat selected streets rated as good or fair
- Spot repair and over lay selected streets rated as poor
- Reconstruct selected streets rated as poor

Structural integrity of streets is directly influenced by quality of construction materials, workmanship, and periodic maintenance. Efforts must be made to ensure that these three factors are adequately addressed to ensure the City of Hamilton has high quality roadways. The remainder of this section gives several recommendations for rehabilitating streets and describes in detail two surface treatment options.

Reconstruction Procedures

Prior to beginning the construction or reconstruction of pavement structures, it is recommended that the City consult a testing laboratory to ascertain the soil characteristics of the construction area and obtain a recommended pavement structure design. The testing lab will examine the material to determine the gradation, Atterberg limits, and load bearing capacity of the subgrade material. (The Atterberg limits are a basic measure of the critical water contents of a fine-grained soil: its shrinkage limit, plastic limit, and liquid limit. As a dry, clayey soil takes on increasing amounts of water, it undergoes distinct changes in behavior and consistency.)

A street or roadway is a load bearing structure that must be designed to support a specific type of load and volume of traffic. This structure has several components including the subgrade, base, and surface (wearing) course. The following description for a typical street identifies the location of each of these components:

The subgrade usually consists of material that must be scarified and re-compacted in order to achieve the recommended 95% density as determined by an approved test method. A soil test will often indicate that the material must be stabilized with an additive to achieve the required load bearing capacity. Common soil stabilizing additives are lime, cement, and asphalt.

The base course consists of a mixture of rock aggregate with small fines that fill in the voids and bind the entire mixture into a load bearing unit. Through many years of research and testing, the Texas Department of Transportation has developed a specification for roadway base material that is reliable and widely used throughout the State of Texas.

Two types of surface treatment are available to the City for topping the flexible base course or existing pavement surface. These two types are Asphalt Penetration Surface Treatment and Hot Mix Asphaltic Concrete (Hot Mix or HMAC).

The surface penetration type of surface treatment consists of asphalt or emulsion sprayed on the base or existing pavement, followed by application of asphalt covered aggregate. The aggregate is then rolled (compacted) into the asphalt material to produce the driving surface. This procedure can be quite successful when applied properly and regular maintenance is performed. However, one or two surface penetration courses are only *W' to W'* thick and do little to level-up an uneven driving surface.

The Hot Mix Asphaltic Concrete (HMAC) surface treatment is superior to surface penetration because it is usually installed with a thickness greater than 1", and it adds some structural integrity to the underlying base course. This type of surface treatment has been widely used within the State with favorable results. A common approach to resurfacing existing streets is to lay a I"-2" level-up course in order to smooth out any bumps, depressions, or irregularities in the base or existing road surface, and then place a 1"-2" surface course over the level-up.

The HMAC is the most desirable surface treatment because it is a mixture of asphalt and aggregate prepared at a "plant", placed and rolled to the desired thickness – usually 1.5"-2". Penetration surfaces arc constructed by spreading oil on the prepared base, covering with aggregate and rolling the aggregate into the oil. As one might expect, the cost of HMAC surface is approximately double that of a 2-course Penetration Surface.

The most desirable street layout for drainage and driving is one with a curb and gutter. This is generally a more difficult goal to achieve because of high cost associated with constructing and modifying roadways to include a curb and gutter.

The City of Hamilton has approximately 39.69 miles of streets to maintain on a continuous basis. Maintenance of these streets should be included in the budget for each year, regardless of the apparent condition of the streets. A long term maintenance plan should be adopted to ensure that all the streets receive the required maintenance each year.

Maintenance Procedures

A. Sealing of Cracks by hand-held applicators is usually practiced on hot-mix and any concrete streets which have very few longitudinal cracks resulting from shrinking, swelling, and drying of the asphalt or concrete. A slurry seal is ideal for an overall treatment to seal these cracks, but heated AC-5 liquid asphalt may be applied by hand-held applicators to each crack, and then topped with dry sand. This filler will be flexible as a joint when expansion occurs and it will provide an effective moisture barrier.

Sealing of cracks that have resulted from failing base and/or subgrade should not be attempted. Reconstruction is the only remedy for this type of crack.

B. Seal Coating may consist of several different types of material applicators, all designed to be quick and economical, and it rejuvenates the existing asphaltic wearing surface.

1.) Fog Sealing is a light application of liquid asphalt, usually without aggregate, that is used to fill very small cracks and stop slight oxidation that may be starting in relatively new asphalt wearing surfaces. A fog seal will reduce or eliminate the entrance of air and water into the pavement and reactivate the asphalt. The fog seal material is usually diluted, slow-curing, asphalt emulsion applied at about 0.1 to 0.2 gallons per square yard.

2.) Slurry Sealing is a mixture of slow-setting asphalt emulsion with fine aggregate (sand) and mineral filler. Slurry sealing may be considered when cracks in the street surfaces are larger than 1/8" wide and oxidation is obvious. Slurry sealing will fill small voids and make the asphalt surface appear "slick" in texture.

3.) One-Course Penetration seal coating (Surface Penetration) can be used to rejuvenate asphalt surfaces that are severely oxidized and dry, but still have structurally sound base courses. Grade 5 or Grade 6 aggregate with AC-5 or RC-2 is generally used in the warm summer months to seal coat suitable surfaces. Cracks up to *14"*width can be covered, but any base failures and potholes should be repaired prior to seal coating.

C. Other Practices

1.) Hot Mix Overlays (HMOL) may also be considered as maintenance, even though it is more expensive. An overlay can be used over any existing asphaltic surface to fill shrinkage cracks and level up small depressions and irregularities. An overlay will not bridge over any base failure. Such failures should be replaced prior to overlaying. ¾ inch of HMAC should be the minimum thickness for an overlay course.

2. Scarifying and Reconstruction of existing pavement may be used as a maintenance procedure if sufficient base material exists. The subgrade should be determined satisfactory before considering of this. Scarifying and reconstruction involves scarifying the asphaltic wearing surface with the full depth of the base course, mixing the pulverized asphalt with the base material, re-compacting the combined material into a "new" or "recycled" base course, and coating with asphaltic prime coat and a new asphaltic wearing course.

RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

The "Arterial" thoroughfares or State Highways traversing through the City control the traffic patterns in Hamilton. These thoroughfares consist of State Highway 36, Farm to Market (FM) 218, U.S. Highway 218 and FM 932, which is also FM 1241. Another arterial street in the City is Blansit Road, also called Railroad. With the exception of Blansit or Railroad, these arterial streets are maintained by TxDOT.

The second category of streets is "Collectors". Collector streets transport high volumes of traffic to the arterial streets. It is recommended that the City maintain these high volume streets first (in any priority ranking) because of the historical investment in these streets. Less investment will be required to maintain the initial investment than it will when the street is severely deteriorated.

Upon completion of restoring the collector streets it is recommended that the City maintain the "Residential" streets. Residential streets do not carry the high volume of traffic that the collectors may carry; however, they are important to the residents that depend on the roadways. Restoring residential streets may financially benefit the City less than a Collector, but it will create a more visible improvement to the residents on the restored streets.

After defining each type of street it is important to determine the type of restoration required. For instance, a street may need to be completely scarified and reconstructed or it may only require a fog sealing. City residents would probably see a more visible improvement from reconstructing a residential street than from fog sealing a major arterial.

Grogan Street, between Price and Stidham, is classified as a "collector" and is in need of complete reconstruction. McDurmitt, located in the northern section of Hamilton, is also classified as a "collector" and is in need of complete reconstruction. Bell Street, located in central Hamilton, is not a main collector. However, since traffic volumes are large on this street, and it parallels U.S. 281 and Railroad, restoring this street would be a wise choice. Johnson Street, located in the eastern section of Hamilton, also requires complete reconstruction. Boynton Street, by the hospital, is a heavily traveled collector and requires complete reconstruction. Leslie Street, located in the western section of Hamilton, is a frequently used collector and requires reconstruction between Price and Stidham.

It is recommended that the City address the streets which require complete reconstruction first, mixing in sections that require minor improvements in the same area of town, and to then address the streets that require less demanding improvements.

It is also recommended that the City give serious consideration to a street sweeper. Removal of sediment in near-flat areas (gutters, swales, etc.) and along streets where ponding water could be eliminated, would greatly enhance the life of many streets. Moisture which enters cracks destroys pavement structure when it expands by freezing in winter, and by softening poorly constructed pavements in warm months. A street sweeper will eliminate the beginning, or creation, of small "ponds".

PROPOSED 20 YEAR PLAN

Phase 1 2020-2023

Boynton Street from Manning Street to Pecan Street is in need of scarifying and complete reconstruction.

Description	Quantity	Unit Price	Amount
1. Scarify Existing Asphalt and Base Material including Adding New Base	10,460 S.Y .	$12.00	$125,520.00
2. 2" HMAC Overlay	10,460 S.Y.	$5.00	$52,300.00
Estimated Construction			$177,820.00
20% Engineering & Contingencies			$35,564.00
Total Estimated Cost for Phase			$213,384.00

Phase 2 2024-2027

McDurmitt Street, north of Little Street requires scarification and complete reconstruction. This work, combined with the reconstruction of Pierson Street from College to U.S. 281, and the regarding of bar ditches, would provide needed improvements for two major collectors in the City.

Description	Quantity	Unit Price	Amount
1. Scarify Existing Asphalt and Base Material including Adding New Base	4,024 S.Y.	$12.00	$48,288.00
2. 2" HMAC Overlay	4,024 S.Y.	$5.00	$20,120.00
3. Clean & Grade Bar Ditches	4,210 L.F.	$1.50	$6,315.00
Estimated Construction			$74,723.00
20% Engineering & Contingencies			$14,944.60
Total Estimated Cost for Phase			$89,667.60

Phase 3 2028-2031

Crews Street from Pecan Street to Lloyd and Standifer from Regan to Manning, are in need of two-course penetration surface treatment or HMAC overlay. Curb and gutter is desirable on Crews Street while improving the bar ditches on Standifer would assist on drainage concerns. The streets should be widened to 27 feet where no curb and gutter is expected, and to 31 feet (Back-to-Back) where curb and gutter is expected

Description	Quantity	Unit Price	Amount
I . Subgrade Preparation for Street Widening	3,109 S.Y.	$2.00	$6,218.00
2. 8" Flexible Base	3,109 S.Y.	$8.50	$26,426.50
3. 2" HMAC Overlay	9,810 S.Y.	$5.00	$49,050.00
4. Concrete Curb & Gutter	2,140 L.F.	$9.00	$19,260.00
5. Clean & Grade Bar Ditches	4,400 L.F.	$1.50	$6,600.00
Estimated Construction			$107,554.50
20% Engineering & Contingencies			$21,510.90
Total Estimated Cost for Phase			$129,065.40

Phase 4 2032-2035

Gentry Street from Manning to Weiser is in need of two-course penetration surface treatment, while that portion between Reagan and Hall Street needs to be widened and curb and gutter installed. The bar ditch on Gentry, from Manning to Wieser, should be cleaned and graded. Ross Street, from Manning to Park Hill, also is in need of widening with installation of curb and gutter. It is also desirable to repave this section on Ross between Manning and Park Hill. These streets should be widened to 31 feet (Back-to-Back) where curb and gutter is expected.

Description	Quantity	Unit Price	Amount
1. Subgrade Preparation for Street Widening	2,518 S.Y.	$2.00	$5,036.00
2. 8" Flexible Base	2,518 S.Y.	$8.50	$21,403.00
3. 2" HMAC Overlay	11,293 S.Y.	$5.00	$56,465.00
4. Concrete Curb & Gutter	5,040 L.F.	$9.00	$45,360.00
5. Clean & Grade Bar Ditches	2,240 L.F.	$1.50	$3,360.00
Estimated Construction			$131,624.00
20% Engineering & Contingencies			$76,37.4. 80
Total Estimated Cost for Phase			$157,948.80

Phase 5 (2036-2039)

Meadow Lark Lane and Nancy Ann, south of Jonesboro Road, are in need of HMAC overlay or two-course penetration surface treatment. It is also recommended to clean and grade the bar ditches in this area to address drainage concerns.

Description	Quantity	Unit Price	Amount
1. 2" HMAC Overlay	15,067 S.Y.	$5.00	$75,335.00
2. Clean & Grade Bar Ditches	9,040 L.F.	$1.50	$13,560.00
Estimated Construction			$88,895.00
20% Engineering & Contingencies			$17,779.00
Total Estimated Cost for Phase			$106,674.00

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Phase 1	2020-2023	$213,384.00
Phase 2	2024-2027	$89,667.60
Phase 3	2028-2031	$129,065.40
Phase 4	2032-2035	$157,948.80
Phase 5	2036-2039	$106,674.00
GRAND TOTAL		**$696,739.80**

The prices used above will not be accurate in years to come because street conditions and priority change, as well as construction costs. The cost of each street listed in this section is based on CURRENT costs of construction with an addition of 20% for contingencies and engineering and surveying. The unit prices are current bid averages.

City approval and action may vary from this plan. Field topographic surveying, close study, and design may change the proposals in this plan.

POSSIBLE SOURCES OF FUNDING

Possible sources of funding for the proposed street system improvements include grants administered through the Texas Community Development Program. The most common method of financing these Phases is through the issuance of General Obligation (Tax) Bonds issued by the City. Private property assessments can also be levied against existing property owners for 1/3 of the cost on each side with the City paying the center 1/3 plus all drainage work. In the event the City continues to grow, Hamilton may want to consider adopting an impact fee ordinance, which could assess future developers or businesses moving into the area.