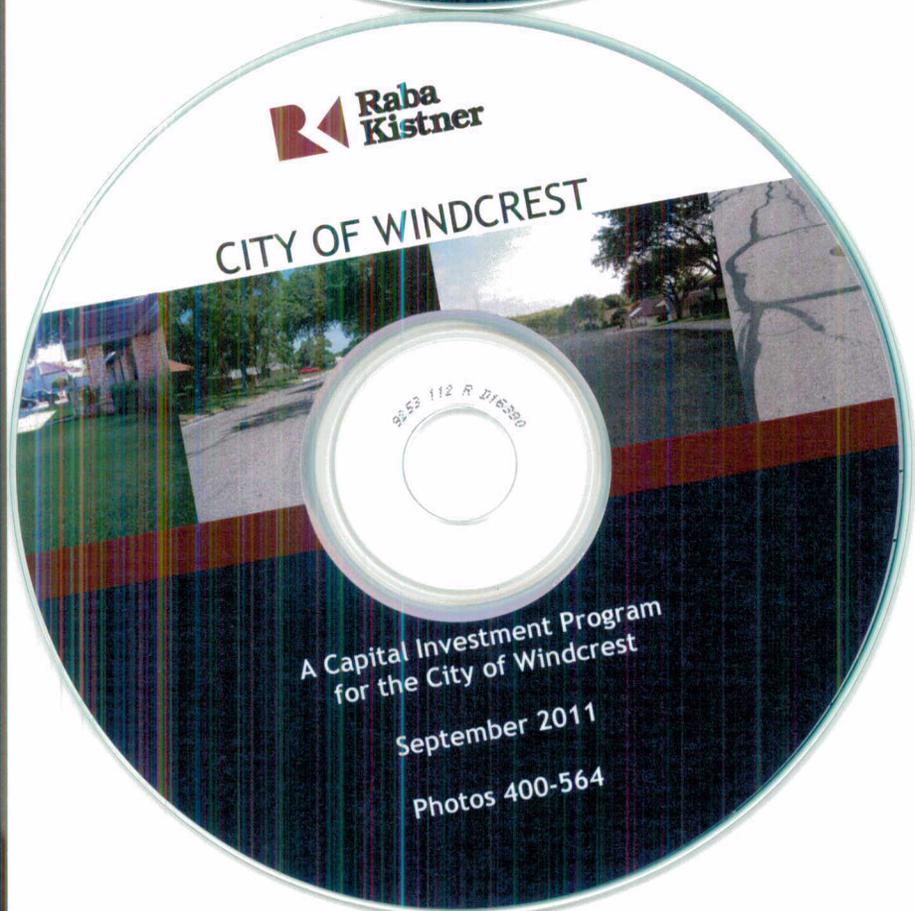
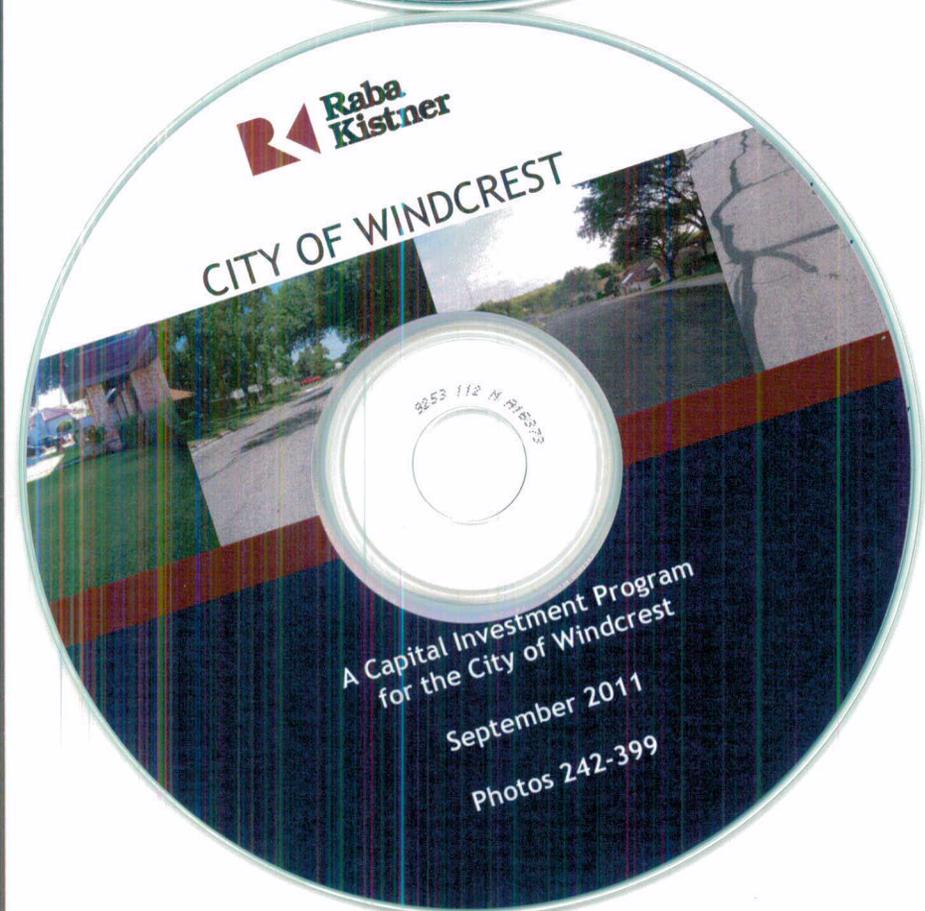
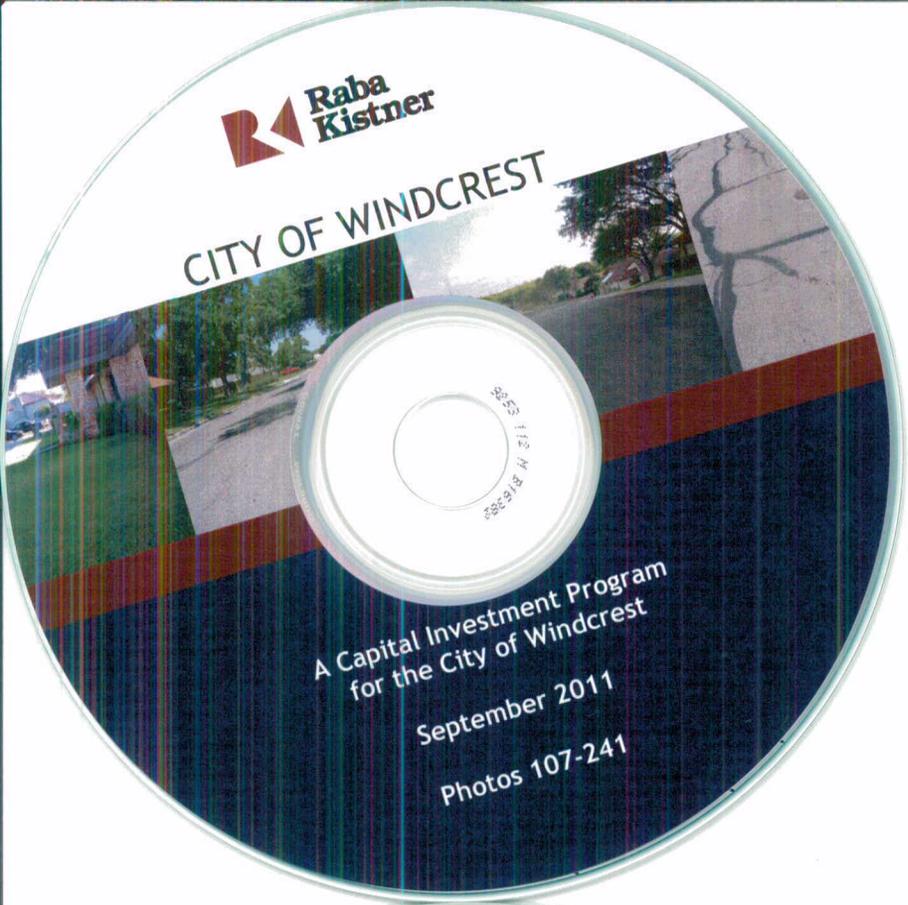


CITY OF WINDCREST



A Capital Investment Program for the City of Windcrest

September 2011





Project No. ASR11-07100
September 19, 2011

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Mr. Rafael Castillo, Jr
City Manager
City of Windcrest
8601 Midcrown Drive
Windcrest, Texas 78239

RE: Capital Investment Program for the City of Windcrest, Texas

Dear Mr. Castillo,

Raba-Kistner Consultants, Inc. (R-K) is pleased to submit the proposed Capital Investment Program for Windcrest. The purpose of this project is to assess the condition of the physical assets of the City, identify deficiencies, and develop a program to optimize Windcrest's investment in their physical assets and provide a framework for future capital planning and budgeting.

It is important to note that this condition assessment is a "snapshot" of current conditions and was made in August, 2011, during an extended period of drought. As there is little previous "as-built" documentation, our approach relies upon our assessors' judgment to estimate rates of deterioration and useful life spans of assets. The assessment is not an analysis of facility and infrastructure condition over a long period of time or based upon known past performance, as such information was not available.

We appreciate the opportunity to be of service to you and the City of Windcrest. We understand the availability of resources may drive adjustments in the Capital Investment Program. Should you have any questions about the information or proposed Capital Investment Program presented in this report, or if we may be of additional assistance, please call.

Very truly yours,

RABA-KISTNER CONSULTANTS, INC.


Homer L. Guy, PE, PMP, CFM
Senior Project Manager


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Officer

HL.G/jp
Attachments
Copies Submitted: Above (2)

Project No. ASR11-071-00
September 19, 2011

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A Capital Investment Program (CIP) for the City of Windcrest, Texas

Executive Summary

The purpose of this project is to assess the condition of the physical assets of the City of Windcrest, Texas, identify deficiencies and develop a program to optimize Windcrest's investment in their physical assets. This assessment will be used to assist the City with the prioritization of a Capital Investment Program (CIP), and will provide a framework for capital planning and budgeting.

The assessment: 1. surveyed roads, alleys, facilities and recreational features; 2. documented conditions, identified and measured deficiencies and estimated the costs of deficiency corrections; and 3. ranked the relative benefit of maintenance, repair and replacement recommendations. Besides physical condition, the survey considered the impacts upon safety, accessibility, and features that affect property values and the ability of the City to attract new businesses and residents. The assessment reviewed provided "as-built" and design drawings from previous capital improvement programs; however, few documents appear to exist prior to 2001.

It is important to note that this condition assessment is a "snapshot" of current conditions and was made in August, 2011, during an extended period of drought. As there is little previous "as-built" documentation, the approach relies upon our assessors' judgment to estimate rates of deterioration and useful life spans of assets. The assessment is not an analysis of facility and infrastructure condition over a long period of time or based upon known past performance; as such information was not available. A summary of the findings is located at Appendix A and the proposed Capital Investment Program is attached at Appendix B.

As a total, pavements are the most expensive asset Windcrest possesses, and the asset that subtly establishes first impressions. The entrance roads of Crestway Drive and Eaglecrest Boulevard currently set poor first impressions yet provide little benefit to the residents of Windcrest. The estimated cost to bring all pavements up to a "like new" standard is cost-prohibitive, so the proposed Capital Investment Program prioritizes investments with the most benefit to the largest number of residents. Critical high-use and image-setting pavements should be well maintained. A map outlining the location and extent of pavement of concern is at Appendix C.

The City Hall is a high-use, 40-year old, architecturally compatible facility that needs remodeling, energy upgrades and renewal of interior finishes. There are some structural repairs that must also be accomplished; however, the structure itself is sound and the exterior wall system, with normal maintenance, will retain its beauty and function. We compared the estimated cost of options to renovate or replace the facility, as well as considered a long-term maintenance plan. The recommendation is to gut the facility and renew the interior and exterior walls, simplify the air conditioning system, perform energy upgrades and replace the existing roof with a more contemporary, lower-maintenance metal roof in the future. The estimated cost to gut and renovate the City Hall will be approximately \$2.0 million.

City Maintenance facilities house a number of city functions but the covered work and storage spaces are inadequate for outdoor maintenance activities. An addition to the maintenance building is recommended (\$294,000), as well as additional and repaired paved parking/storage areas.

Capital Investment Program for the City of Windcrest, Texas
 September 19, 2011

The City Community Center is in good condition; however, several recommendations to improve drainage and avoid water intrusion damage are programmed for future years.

Recreation amenities including the swimming pool, baseball fields, ponds, playgrounds, and trails, generally, are in good condition. However, several pool safety issues were identified to City leadership for correction, and several measures to preserve the pool itself are recommended. The baseball field house has been recently renovated; however, we recommend replacement with a simpler, easier to maintain facility with adequate and accessible restrooms. The pond in Takas Park does not receive the drainage water that the other two ponds receive. It appears that this summer's drought and high temperatures contributed to lower-than-normal pond levels in Takas Park; however, the standpipe system may be contributing to the leakage. Because of the characteristics of the clay beneath the Takas park pond, it is doubtful that the pond liner itself is leaking. A price is given to make the pond deeper to allow the economical use of larger quantities of non-potable water for the pond.

In summary, itemized findings from the assessment are located in Appendix A. Recommended Capital Investments to prolong the life of physical assets or to optimize the City's investment in facilities and infrastructure are estimated and prioritized in Appendix B. Finally, all cost are estimated, expressed in 2011 dollars, and no adjustment is made for inflation or year of implementation or expenditure. An annual summary of recommended expenditures for Pavements and Facilities is included at Table 1 below.

Table 1: Annual Windcrest Capital Investment Program

Year	0	1	2-3	4-5	6-7	8-10	>10
Pavements	\$1,087,472	\$935,871		\$1,165,555	\$181,900		
Facilities	\$44,500	\$2,000	\$64,000		\$491,550	\$2,000,000	\$90,900
Yearly Total	\$1,131,972	\$937,871	\$64,000	\$1,165,555	\$673,450	\$2,000,000	\$90,900

A Capital Investment Program for the City of Windcrest, Texas

Introduction:

The City of Windcrest has enjoyed the reputation of being a very desirable residential and commercial community since development began in the late 1950s. The combination of appealing custom and architect-designed homes, manicured lawns and landscaping, mature trees wide and meandering boulevards, planned development, centrally located City facilities, high quality City services, involved citizenry, and a strategic transportation and commercial location within Bexar County and a major metropolitan area, make the City the envy of American cities. However, much of Windcrest was constructed in the 1960s and 1970s and as a result, most of the infrastructure is approximately the same age and is rapidly approaching or has surpassed its original 50-year design life. Asset maintenance, including renewal and upgrade of infrastructure and facilities, is key to maintaining property values and attracting new investment and businesses.

The City has performed several capital improvement programs within the last decade to maintain, repair and renew the assets; however, during this assessment, the recent soil movement effects of drought on the clay soils found in Windcrest were evident and have accelerated the deterioration of pavements throughout the community.

Approach:

This project assessed the condition of City physical assets in August, 2011, with the intent of producing a prioritized list of facilities requirements, estimated costs for the requirements, and a budget and investment document that can lead the City's Capital Investment Program through future planning and programming cycles. The assessment represents a snapshot in time, as little historical information was available. The assessment team physically surveyed the pavements and facilities belonging to the City of Windcrest. The assessment teams also reviewed available maintenance and repair and new construction projects after 2001, and interviewed design engineers and maintenance staff familiar with conditions prior to, and after 2001 to gain as much insight as possible into past problems and solutions.

Raba-Kistner Consultants performed a network level assessment or survey of the road and street pavements and facilities in Windcrest. A network level survey is used to establish the general overall condition of the City's pavement infrastructure and for use in establishing project priorities and general estimated costs for budgeting purposes. The network level survey and the resulting pavement condition ratings are based on a visual survey only of the surface distresses (extent and severity). The network level survey findings are not based upon a detailed review of the pavement design, construction, maintenance, and repair documents or information as this information was very limited.

The selected repair and reconstruction options are based upon traditional and recognized acceptable means and methods to deal with the extent and severity of the surface distresses observed in that pavement section of the road or street. All costs are estimates or our opinion of probable costs. Estimated costs of repairs and rehabilitation are not based upon a project level design for each pavement section. More detailed investigation, including pavement coring and material testing, must be performed when individual roads and streets are included in a repair or rehabilitation project. This greater level of investigation may determine different repair or rehabilitation means and methods and may also affect the overall anticipated cost of the final

project. Network level assessments, however, provide a reasonable prediction of overall funding needed to meet serviceability requirements across the complete pavement network.

The assessment of the facilities and infrastructure focused on safety, accessibility, condition, and appearance of the assets, as well as minimizing costs and prolonging the life of assets. Any observed safety issues were identified to city leadership for correction.

During the programming stage, the team applied standards of care or acceptable levels of maintenance for the assets and used the condition assessments to estimate remaining facility lifespan and a "window" when significant repairs would be required. Functionality, appearance, frequency of use, and importance to the entire community were also factors considered in the proposed priority rankings.

Estimated costs were based upon current local pricing, Texas Department of Transportation bid results, and national/Bexar County construction pricing guides. All prices are expressed in 2011 dollars and are not adjusted for inflation.

Deficiencies were prioritized with regard to safety, importance to the community, and protection of assets and extension of their functional lifespan. Priorities also assumed past levels of routine maintenance and repairs would be continued in the future. Similar scopes of work were grouped together to maximize City buying power.

Assessment Findings:

Pavements:

As a total, the most valuable physical asset the City of Windcrest owns is the approximately 32 miles of paved, mostly residential streets. The appearance, comfort/ride and structural condition of these paved streets not only affects the perceived desirability of the City, but also affects property values and quality of life. Pavements that look good and provide good ride quality are crucial to City image, favorable first impressions and retained property values.

Two members of the Raba-Kistner professional staff spent six days on-site driving the pavements, assessing the condition of the streets and service alleys, and documenting and measuring the extent and quantities of pavement distress. No pavement core samples were taken but, based upon discussion with design personnel and observations, an original design of 1-1/2 inches of Type D Asphalt Surface Course, eight inches of compacted aggregate base material and six inches of lime-stabilized clay subgrade was apparently used to originally construct the Windcrest pavements.

Assessment Findings: No pavement has deteriorated to the extent that public safety or emergency services are impaired. Location, quantities, and severity of pavement distress are listed in the Pavement Deficiency Spreadsheet, which is included at Appendix A. The attached map (Appendix C) provides a color-coded overview of pavement sections of concern.

Crestway Drive and Eaglecrest Boulevard are high volume traffic arteries that are supporting transiting industrial (truck) and through traffic rather than just Windcrest residential traffic. The deteriorated condition of these "entrance to Windcrest" streets makes a poor first impression and significantly adds to the estimated cost of Windcrest's maintenance and repair programs. These high volume/heavy load streets deteriorate at a much higher rate than those City streets which are subjected to mostly residential, passenger car traffic. Simply put, Windcrest pays for

the costly maintenance and repair of these two streets that service mostly non-Windcrest residents.

Pavements, especially those located in central Bexar County, are very susceptible to cyclic moisture changes resulting in significant expansion or contraction of the subgrade clay soil upon which they are built. Windcrest pavements are constructed over thick lenses of soils that can and have exhibited large amounts of shrinkage and swelling. Road damage will be worst following periods of extreme precipitation or drought. We have recommended repair methods that have been successfully used on Windcrest streets in the past to minimize cost while producing the best increase in pavement condition and prolonging the life of the pavement.

As with most cities, there is not enough money to return every asset to original-or-better condition. Windcrest pavements, as designed, will always exhibit significant cracking because of the thickness of the underlying expansive clay soils, and the soils' ability to exhibit large volumetric expansion and contraction. To try to significantly minimize the cracking of pavements during periods of significant moisture/rain variation would involve the removal of several feet of clay beneath the pavements and replacement with non-expansive material or chemical stabilization, which would be cost prohibitive and highly disruptive. The estimated cost to bring all pavements up to original condition would be in excess of \$30 million.

Recommendations:

Given that not all pavements can be immediately restored to "new" condition, our approach to prioritizing the investment in pavements was to maximize the benefit to the largest number of Windcrest residents. We considered pavement priorities that considered extent and severity of deterioration with frequency of use or impact upon the Community. For example, a cul-de-sac street serving four families could be in much worse condition but have a lower repair priority than a highly-used street that serves a larger number of Windcrest residents or establishes a first impression of the City.

The City's crack sealing efforts are helping control additional pavement distress by reducing the amount of water that is able to penetrate the pavement, flow into the expansive soil below and crack and heave the pavement and should be continued.

The following unit pavement repair rates (in 2011 dollars) were used to estimate the cost of pavement repairs:

1. Mill and replace existing pavement with two inch (2") Type D Hot Mix Asphalt (HMA) @ \$11.89/ square yard (s.y.)
2. Spot Patching with 2" HMA and eight inch (8") black base @ \$36.57/s.y.
3. Full Reconstruction with 2" HMA, 8" black base and 12 inches of Lime Treated Subbase @ \$49.45/s.y.
4. Crack sealing (if accomplished by contract): High Severity, \$3.00/l.f.
5. Crack sealing (if accomplished by contract): Medium Severity, \$1.00/l.f.
6. Crack sealing (if accomplished by contract): Low Severity, \$0.52/l.f.

Recommended Pavement Repair Priorities and Estimated Costs:

Recommended pavement repair priorities and estimated costs are included in Table 2, below:

Table 2: Recommended Pavement Repair Priorities and Estimated Costs

Priority	Item Description	Quantity	Unit rate	Total
1	Reconstruction of City of Windcrest Roads South of Walzem (does not include curbs)	21,166 s.y.	\$49.45	\$1,046,658
2	Spot Patching of selected streets that intersect Walzem Road	250 s.y.	\$36.57	\$9,143
3	Miscellaneous Spot Patching High Severity.	437 s.y.	\$36.57	\$15,981
4	Crack Sealing, High Severity	5,222 l.f.	\$3.00	\$15,666
5	General Crack Sealing Medium Severity	25,444 l.f.	\$1.00	\$25,444
6	Crestway Drive, Reconstruction from Randolph Boulevard to Midcrown Drive	15,200 s.y.	\$49.45	\$751,640
7	Miscellaneous Spot Patching (Medium Severity)	4,342 s.y.	\$36.57	\$158,787
8	Continue General Crack Sealing Low Severity	132,084 l.f.	\$0.52	\$68,684
9	Miscellaneous Spot Patching (Low Severity).	4,186 s.y.	\$36.57	\$153,082
10	Midcrown Drive, Mill and Replace from Walzem Road to Crestway Drive	21,004 s.y.	\$11.89	\$249,638
11	Four Winds Drive, Mill and Replace from Randolph Boulevard to Tradewind Drive and from Windcrest Drive to Crestwind Drive	10,220 s.y.	\$11.89	\$121,465
12	Eaglecrest Boulevard, Mill and Replace from Crestway Drive to Walzem Road	45,833 s.y.	\$11.89	\$544,954
13	Marco Polo, Mill and Replace from Magellan to Murray Winn	2,333 s.y.	\$11.89	\$27,732

Remaining Pavement Maintenance and Repair: Pavement locations not listed above should be re-evaluated approximately five years from the date of this report. Considering observed current pavement conditions, current levels of maintenance, and assuming typical/average climatic conditions, remaining pavements should remain in good to fair shape for at least five years without requiring significant repairs.

Facilities:

City Hall: The most visible and frequently used is City Hall, complete with Post Office, Police and Fire Departments, and Water District offices. The 14,600 square foot structure is conveniently located, has an architectural style that is compatible with the residential architecture of the community, and is a landmark and focal point for the City. The high use facility is showing distress and needs to be updated, especially mechanical and electrical systems and interior finishes. The facility gives the impression of remaining in the 1970s and does not reflect Windcrest's contemporary and progressive image.

Assessment Findings: Specific findings for City Hall are included at Appendix D.

Recommendations:

Four scenarios for the upgrade and maintenance and repair of City Hall were considered. Cost estimates for each scenario are at Appendix D.

Scenario 1. Continue with normal maintenance and repair activities and correct safety and building deterioration issues as soon as possible. The estimated cost to accomplish the following repairs is \$38,000. This scenario emphasizes the repair of certain safety hazards (typically tripping hazards) and repairs to stabilize the building and prevent further deterioration:

Deficiencies Observed at Building Exterior

1. Replace cracked concrete drive at Fire Department.
2. Repair tripping hazards at sidewalk left of entrance.
3. Correct a tilting stone veneer pilaster and footing at front of building.
4. Correct exposed wiring condition at horizontal and vertical conduit location.
5. Correct exterior fixtures tied to ground fault circuit interrupters (GFCI).
6. Trim shrubbery that conceals wall Siamese fire department connection.
7. Relocate Roof Top Unit condensate lines to avoid draining onto the roof.

Deficiencies Observed in Building Interior:

1. Continue with roach (palmetto bug) control.
2. Seal open vents from conditioned space through attic at water heater closet.
3. Seal and repair one-to-two inch wall gap between fire department bays and main building structure.
4. Install railing at raised step in Council Chambers to eliminate unsafe condition.
5. Verify the existing electric panel load capacities; staff reported circuit breakers tripped when space heaters used.

Scenario 2. Gut and renovate the interior. The estimated cost would be \$1.29 million or 35% of the cost of a new facility. This scenario would upgrade interior finishes and provide a more functional interior arrangement. Few exterior changes would be made with the exception of replacing the roof mounted air conditioning units and replacing the existing flat, built-up roof.

Scenario 3. Gut and renovate the interior, consolidate HVAC systems and replace the existing flat roof with a low-sloped standing seam metal roof. The estimated cost would be \$2.0 million or 54% of the estimated cost of a new facility. This scenario would accomplish the interior changes outlined in Scenario 2, would upgrade the exterior appearance with an architecturally compatible metal roof and new windows, and would reduce energy consumption and roof maintenance expenses.

Scenario 4. Demolish and rebuild City Hall. The estimated cost of this scenario would be \$3.7 million. The benefit would be an improved foundation system designed for one building rather than a series of additions and the new facility would meet code requirements. Additionally, the new building could add 3,000 square feet to accommodate "standby" sleeping quarters for firefighters.

Although replacing City Hall and constructing a separate emergency services (Police and Fire Departments) facility was considered, the lack of available, centrally-located building space for an emergency services facility was a major drawback to constructing two separate buildings. Also, the existing City Hall structural shell is essentially in good condition.

We recommend Scenario 3, gut and renovate the interior, consolidate HVAC systems and replace the existing flat roof with a low-sloped standing seam metal roof after priority pavement repairs are accomplished (after year 5 of the budget). This scenario provides an upgraded appearance and contemporary image, upgrades interior and exterior finishes, reduces energy consumption and brings the facility up to code. As the exterior shell is in generally good condition, this scenario spruces up a familiar City landmark with minimal disruption.

Maintenance Complex:

The Maintenance Complex supports Vehicle Maintenance, Animal Control, Public Works, and Police and Fire Departments, as well as providing workshop, storage, bulk storage, kennel, washrack, and maintenance space.

Assessment Findings:

The approximately 7,200 square foot maintenance facility needs additional maintenance and covered storage space (storage areas should be relocated to the first floor to prevent injury). Additionally, existing pavements need repair and additional paved area for vehicle parking and bulk material storage is required. The existing washrack was built to 1970 standards for control of runoff.

Recommendations:

Add 4,200 square feet (additional 30'x140' bay) of shop space to the existing 60'x140' maintenance building at \$70/s.f. for a total estimated cost of \$294,000. Repair approximately 5,333 square yards of pavement at \$11.89/s.y. at an estimated cost of \$63,400 and extend the paved parking and storage area by approximately 660 s.y. for an additional estimated cost of \$32,900. During the repair of the pavements, upgrade the existing washrack to meet current environmental standards.

Recreation facilities:

The availability of quality recreation facilities is important to Windcrest's residential community and City Quality of Life. Windcrest recreation facilities consist of the swimming pool, baseball fields, ponds, playgrounds and trails and recreational vehicle parking.

Assessment Findings:

Swimming Pool: Generally, the Swimming Pool is in good condition but experiencing some cracking due to the extended drought. However, there are several safety hazards that should be corrected as soon as possible and the soil surrounding the pool must be stabilized to preserve the pool's concrete shell.

General Renovation of Bathhouse and site: The bath house is in generally good condition, however, foundation movement will continue to impact the structure. Electrical wiring should be checked for GFCI and the concrete apron near the water fountains should be resloped to drain away from the building and to prevent an electrical shocking hazard. The estimated repair cost is \$101,550.00

Pool: The west apron at the pool is uneven, cracked, and poses a tripping hazard; demolish existing and replace. Minimize future pool cracking by stabilizing soil around the pool and continue with sealing of pool cracks. The estimated cost for safety and pool preservation repairs is \$6,500.00

Pump and Filter house: The interior of the pump house was not available for assessment. Inspect chlorine dosing equipment for leaks and inspect vents and ventilation equipment for poor ventilation rates. Corrosion is evident on metal doors, vents and fencing, probably due to excessive venting of Chlorine. Some intake vents may be blocked as very little ventilation suction was evident. Replace or repair corroded pump house louvers, exterior metal door, frame and galvanized cage area at the side of the pump house. The estimated cost for repairs is \$2,000.00.

Additional maintenance and repair items and upgrades to the Swimming Pool are listed in Appendix B.

Baseball fields:

The baseball fields have been well maintained but the scoreboard needs refurbishing. Although the concession stand was upgraded recently, several areas, including the metal stairs and second floor observation area have structural deficiencies. Recommend replacement of the concession stand (1,200 square feet (including scoring box) at \$80/s.f. totals \$96,000)

Ponds, playgrounds, and trails:

The three City ponds provide an attractive walking/jogging area and visual interest to their neighborhoods and are an important quality of life feature. Two of the three City ponds are maintaining their water levels while the Pond located in the Takas Park area appears to be losing water.

Two of the three ponds were constructed by filling in one naturally-occurring pond in the 1990s, and have retained a good water level, probably as a result of naturally occurring ground water or perched features. The third pond, located in Takas Park, anecdotally, is losing water; however, it is not clear whether the water loss is from a combination of normal evaporation exacerbated by higher than normal temperatures and drought or leakage. The naturally occurring clays beneath all the ponds have characteristics that exceed Texas Council of Environmental Quality (TCEQ) standards for clay-lined ponds. So, a combination of evaporation and potential leaks in the standpipe system or around the edge of the Takas Park pond may contribute to the water loss. The following evaporation statistics are provided for reference:

(Open Water/Lake) Evaporation rates 1950-1979 for Bexar County

May	5.25"
June	7.25"
July	9.0"
August	8.75"
September	7.0"
October	5.25"

Reference: Climatic Atlas of Texas, LP-193, Texas Department of Water Resources, December 1983

An estimate for \$22,000 was given to Public Works to deepen the Takas Park pond by one foot to allow more cost effective purchase and transportation of recycled water for resupplying the pond.

Recreational Vehicle (RV) Parking:

The 7,200 square yards of RV parking pavement has extensive distress. The estimated cost for milling and replacing the existing asphalt pavement is \$85,600.

Community Center:

The Community Center is generally in good condition. Although the kitchen is dated, the interior and exterior are attractive and well-maintained. Some poor drainage (around the outdoor picnic area and near the entrance area) and bird roosting issues are evident. Drainage repair and bird mitigation are estimated at \$39,000. The cost of more extensive maintenance and future renovation of the Community Center is estimated at \$90,900.

Conclusions and Recommendations:

Generally, Windcrest pavements are in good to fair condition. However, the pavements are subject to extreme cracking due to soil movement under the pavement. Some of the costliest repairs and worst roads (Crestway Drive and Eaglecrest Boulevard) provide little value to Windcrest residents or businesses. A cost-sharing approach with surrounding municipalities, Bexar County, or the City of San Antonio, whose residents benefit from transiting through Windcrest, is recommended.

Generally, Windcrest facilities have been well maintained; however, City Hall is showing its age and, as a focal point for the community, a renovation of the facility is recommended.

Appendices A and B provide deficiency lists and the Proposed Capital Investment Program. The Capital Investment Program covers at least one maintenance and repair cycle for all major facilities and assumes a continuation of normal in-house maintenance and repair activities (e.g. crack sealing and routine maintenance of building systems, etc.). If the annual maintenance and repair budget cannot accomplish all suggested investments in a given year, the investment program should follow the recommended priorities.

Attachments:

Appendix A: Assessment Findings (Pavement and Facilities Summary)

Appendix B: Proposed Capital Investment Program

Appendix C: Pavement Evaluation Map

Appendix D: City Hall Repair and Replacement Scenarios

Appendix E: Community Center Repairs

Appendix F: Swimming Pool Repairs

Appendix G: Photographs

Appendix A

APPENDIX A: Assessment Findings

PAVEMENTS

Based on our visual pavement evaluation of the City of Windcrest, we believe the overall ride quality of the collector and arterial streets was above average for similar roads in Bexar County. The intersections in Windcrest displayed the most prevalent distress and exhibited higher percentages of rutting, alligator cracking, horizontal cracking, and longitudinal cracking as compared to the rest of the roadway alignment. There was also more ponding at the intersections.

Specific quantities, locations and extent of pavement distress are located in the spreadsheet which is attached at the end of this section.

A brief summary of our findings is presented below. The attached Table A-1 lists the pavement distresses observed on each pavement section.

Crestway Drive

Crestway Drive exhibited overall good ride quality, though the sections from **Randolph Blvd** to **Midcrown Drive** did have considerable cracking due to soil heave and pavement fatigue. In the westbound lanes near the intersection with Randolph Blvd there was patching, longitudinal cracking, and some alligator cracking. The section from Randolph Blvd to Midcrown Drive exhibited all levels of severity of longitudinal cracking and approximately 90-95% of the roadway is affected by longitudinal cracking. There was also alligator cracking at all levels of severity in this section of roadway and approximately 30-40% of the roadway is affected by alligator cracking. In addition to these distresses, there were multiple horizontal cracks that propagated from the curb toward the center of the roadway and approximately 75-80% of the roadway is affected by horizontal cracking.

Crestway Drive from **Midcrown Drive** to **Flamingo Lane** was generally in better condition than from **Randolph Blvd** to **Midcrown Drive**. This section exhibited multiple longitudinal and horizontal cracks, which were most typically low severity and approximately 20-30% of the roadway is affected by longitudinal and horizontal cracking. Diagonal cracking was not as prevalent, but all levels of severity were observed in this section and approximately 10-20% of the roadway is affected by diagonal cracking.

Fourwinds Drive

The **Walzem Road** to **Windsor Hill** section had cracking, patching, and rutting near the Walzem Road intersection and approximately 95% of the roadway at the intersection is affected by cracking or rutting while the remainder of the section exhibited 10-20 % distress.

Near the **Tradewind Drive** intersection with Fourwinds Drive, diagonal and longitudinal cracking was observed in the natural curve of the road and approximately 25% and 40% of the intersection is affected by these distresses, respectively.

The remaining sections of Fourwinds Drive exhibited less frequent and lower levels of severity of longitudinal, horizontal, and alligator cracking with distress frequencies on the order of 10-20% for these sections.

Midcrown Drive

Midcrown Drive generally exhibited very good ride quality. There was more alligator cracking observed in this roadway than in the other roadways observed as part of this study, aside from those streets south of Walzem Road. All levels of severity of alligator cracking were observed throughout the length of the roadway and approximately 60-70% of the roadway is affected by alligator cracking. Longitudinal cracking was prevalent at all levels of severity and approximately 40-50% of the roadway is affected by longitudinal cracking.

At the **Walzem Road** intersection, rutting and frequent alligator cracking were observed in the southbound lanes, and the southbound intersection was 100% affected by distress. The northbound lanes were not as severely affected by the alligator cracking but alligator cracking was observed to a lesser extent and approximately 20% of the roadway is affected by alligator cracking.

The northern portion of Midcrown Drive from **Crestway Drive** to **Winfield Blvd East** exhibited frequent alligator and longitudinal cracking at all levels of severity and approximately 90% and 70% of the roadway is affected by these distresses, respectively.

Eaglecrest Boulevard

Eaglecrest Blvd north of **Crestway Drive**, exhibited very good ride quality. The roads exhibited relatively moderate horizontal and alligator cracking, typical to the roads in Windcrest, and approximately 45% and 55% of the roadway is affected by these distresses, respectively. Longitudinal cracking was prevalent at all levels of severity throughout this section of roadway and approximately 85% of the roadway is affected by longitudinal cracking.

Eaglecrest Blvd south of **Crestway Drive**, exhibited relatively good ride quality. There was considerable alligator and horizontal cracking at the intersection with **Walzem Road**. Longitudinal and horizontal cracking was observed on the entirety of this section but was mainly concentrated in the northern section and approximately 75-80% and 10-15% of the roadway is affected by these distresses, respectively. There were a few cases of rutting along this section, but did not significantly affect ride quality.

Parkcrest Dr.

Longitudinal, horizontal and alligator cracking was observed throughout the roadway with higher frequency and severity south of **Fawndale Lane**, and approximately 75%, 5%, and 30% of the roadway is affected by these distresses, respectively.

Low severity diagonal cracking was observed from **Candleglo Drive** to **Balfour Drive** and approximately 30% of the roadway is affected by diagonal cracking.

FACILITIES

City Hall (including Fire and Police Departments, Water District, Post Office, Dispatch and Administrative offices)

The original building was constructed in 1972 and several building additions have been added since. As a result, there are 16 roof top mounted air conditioning units, the interior layout is inefficient and the appearance is dated.

Building Exterior:

1. Repair/replace cracked concrete drive aprons and install joint material at joints.
2. Repair tripping hazards at sidewalk left of entrance.
3. Replace downspouts with heavier material and drain away from building (especially at EMS/Fire Department rear area).
4. Repair Americans with Disabilities Act (ADA) concrete ramp at back of building to provide proper slope and install handrails at the existing railing.
5. At Fire Dept personnel door, replace light fixture lens.
6. Some existing roof top HVAC equipment are near the end of their life span and need replacing.
7. Finish on existing decorative mansard roofs and roof top equipment screen is starting to deteriorate. This material is a sheet metal product with an applied surfacing to resemble concrete tile roofing.
8. Correct a tilting stone veneer pilaster and footing at front of building.
9. Install cover plates at openings at the building soffit.
10. Exterior stone veneer appeared to be in good condition w/exception of some minor hairline cracks, some repairs to hair line crack have been made. Correct exposed wiring condition at horizontal and vertical conduit location.
11. Not all exterior fixtures appear to be tied to GFCI.
12. Remove shrubbery that conceals wall Siamese fire department connection.
13. Relocate air conditioning roof top unit condensation lines to avoid draining onto the roof.

Building Interior:

1. Generally, most interior finishes and hardware for this high use facility need to be updated or replaced.
2. Older portions of the building do not meet National Electric Code.
3. Building does not meet ADA requirements.
4. Flooring: Replace Vinyl tile and floor carpet and base coves. Existing carpet is worn and near end of life cycle.
5. Door hardware is near the end of its useful life.
6. Staff reported that the facility has a roach (palmetto bug) infestation.
7. Existing vinyl tile nearing end of life cycle.

8. Paint gypsum board walls throughout; existing wall texture is dated.
9. Kitchen/snack bar is outdated and appliances are nearing end of useful life.
10. Building has minimum insulation and few energy conservation measures.
11. Close open vents from conditioned space through attic at water heater closet.
12. One to two inch annual movement between fire department bays and main structure.
13. Install railing at raised step in chambers to eliminate unsafe condition.
14. May need to install accessible ramp up to podium at chambers.
15. Replace counters and counter tops; near end of life cycle.
16. At reception areas install counter tops to provide ADA accessibility.
17. Replace all non-compliant door hardware w/accessible type door levers.
18. Refinish or replace interior doors.
19. Brace existing interior stud partition walls where required (Mayor's office wall (hall-side) is very flexible).
20. Reconfigure Men and Women's toilet rooms to meet ADA requirements.
21. Electric drinking fountains located at the corridors need to be replaced w/accessible type.
22. Existing acoustic ceiling tile is aged and stained at various locations. The ceiling grid looked to be in good condition. Replace acoustic ceiling tile throughout.
23. Overhead cables were installed in a disorganized manner and lay directly over the ceiling grid. Install new hanger or cable trays to organize cable routing.
24. The electrically operated overhead door at the Sally Port needs to be repaired as door is dented.
25. The Sallyport needs a fresh air ventilation source.
26. Check for asbestos.
27. The existing shower stall at the police area toilet room is not used as the shower drain does not always drain.
28. Install ADA accessible wall mounted room signage throughout.
29. Install directional signage to help visitors navigate through the facility.
30. Add exit signs.
31. Existing electric panel load capacities appear to be inadequate, staff reported circuit breakers tripped when space heaters used.
32. Repair stepped cracking of concrete block walls at exterior office wall.
33. Floor slab appears to dip/slope at certain locations. Install topping floor leveling material to correct these conditions.
34. Correct open duct condition located in the utility closet.
35. Replace fluorescent light fixtures w/energy efficient type.
36. Staff reported roof leaks at the fire department bays.
37. Replace sealant at all exterior window and door frames.
38. Repair crack in concrete block wall at fire department bay.
39. Install missing escutcheon plates at fire sprinkler heads.
40. Install secured door at server room.

Community Center Building

Building Exterior:

1. Correct drainage...entrance and patio side slopes into building. Regrade swale adjacent to the covered pavilion to provide better drainage away from the building.
2. Replace concrete flatwork at front of building to provide positive slope away from building and entry doors.
3. Replace door sweeps to lessen water intrusion under door.
4. Install bird mitigation system at covered pavilion area. Observed bird droppings and dripping on the exposed wood trusses. Clean up bird droppings on the wood trusses at the covered pavilion.
5. Install decorative fence w/gates to secure and screen off the ground mounted condensing units.
6. Repair hairline masonry cracks over exterior doors and at building corner.
7. Repair wood wall siding at several locations.
8. Correct low spot at exterior grade at corner of covered pavilion slab to provide positive drainage away from the building slab.
9. Replace/repair exterior hollow metal doors.
10. Observed existing weep holes at bottom of the stone veneer walls, these appeared to be spaced at approx. every six feet.
11. Remove sprayed foam sealant at stone veneer control joints and install proper sealant material.

Building Interior:

1. Replace kitchen cabinets and counter tops. Existing cabinets are in poor condition and at the end of their life cycle.
2. Repair cracks in gypsum board ceilings at men's and women's toilet rooms.
3. Repair cracks in gypsum board walls in banquet hall.
4. Repair crack in gypsum board soffit at the banquet hall adjacent to folding partition furr down.
5. Replace sealant at all exterior window and door frames.
6. Paint gypsum board walls throughout.
7. Existing facility has accessible wall mounted room signage.
8. The stone fire place is no longer used as a true fireplace, top of chimney was closed off w/new roof.
9. Vinyl floor and base in good condition.
10. Men and women's toilet rooms floors and wall ceramic tile are in good condition.
11. Men and women's toilet rooms appear to be ADA accessible.
12. Kitchen dated:
 - a. replace counters and cabinets
 - b. Replace light fixtures
 - c. Upgrade vent hood to include fire extinguisher
 - d. GFCIs are not evident at kitchen

Swimming Pool Facility

Building Exterior:

1. Apron at pool is uneven and poses a tripping hazard.
2. Repair where foam sealant material was installed at various soffit conditions.
3. Foundation appears uneven resulting in dip of soffit and eave fascia.
4. **Pump/Filter house (interior was not available for assessment):** Corrosion, probably due to Chlorine, on exterior metal doors, vents and fencing, is excessive.
 - a. Inspect ventilation equipment and intake vents and chlorine dosing or handling equipment.
 - b. Replace corroded pump house louvers, exterior metal door, frame, galvanized caged area at the side of the pump house.
5. **IMMEDIATE:** Correct drainage at electric drinking fountain condition to slope from the building. At present, people using the fountain would be standing in ponded water while drinking. Electric receptacle does not appear to be GFCI.
6. Install sealant at all wall penetrations.
7. Repair perimeter chain link fence.
8. Resurface entire pool deck w/decorative surfacing material.
9. Replace sections of pool deck that are cracked.
10. Relocate ADA parking space and sign to front of building entrance.
11. Repair entire length of walk at front of building. Remove non compliant curb ramp at front of building.
12. Repair walks adjacent to pool deck to eliminate tripping hazards.
13. Correct floor drain condition adjacent to building to eliminate tripping hazard.
14. Install permanent shade structures. Existing structures are a manufactured type w/fabric roofing material.
15. Install new concrete walks throughout.
16. Paint existing metal gates, ramp railings at building entry.
17. Paint exterior metal doors and frames.

Building Interior:

1. Paint walls and exposed roof deck.
2. Install accessible counter top at pool facility entry.
3. Replace mirrors at bathrooms.
4. Install ADA fixtures (sinks in particular) at changing/shower rooms.

Appendix B

APPENDIX B: Proposed Capital Investment Program (Summary)

Year	Project	Estimated Cost	Cost (Cumulative)
0	Urgent and Safety Requirements		
	Windcrest Road Reconstruction South of Walzem (does not include curbs) (21,166 s.y.)	\$1,046,658	\$1,046,658
	Pavements: Walzem Road (north) City Access Spot Patching (250 s.y.)	\$9,143	\$1,055,801
	Swimming Pool safety and preservation repairs (accomplished during pool closure)	\$6,500	\$1,062,301
	City Hall tripping hazards and structural repairs	\$38,000	\$1,100,301
	Pavements: Miscellaneous Spot Patching High Severity (437 s.y.)	\$15,981	\$1,116,282
	Pavements Maintenance: General Crack Sealing (Severe) (5,222 l.f.)	\$15,666	\$1,131,948
1	Pavements Maintenance: General Crack Sealing, Medium Severity (25,444 lf)	\$25,444	\$1,157,392
	Pavements: Crestway Drive Reconstruction from Randolph Boulevard to Midcrown Drive (15,200 s.y.)	\$751,640	\$1,909,032
	Pavements: Miscellaneous Spot Patching, Medium Severity (4,342 s.y.)	\$158,787	\$2,067,819
	Repairs to pool filter/pump house	\$2,000	\$2,069,819
2-3	Takas Park Pond, increase depth by one foot and repair/replace the standpipe system	\$22,000	\$2,091,819
	Renovate scoreboard at baseball fields	\$3000	\$2,094,819
	Repair drainage and install bird mitigation at the Community Center	\$39,000	\$2,133,819
4-5	Pavements Maintenance: General Crack Sealing Low Severity (132,084 l.f.)	\$68,684	\$2,202,503
	Pavements: Miscellaneous Spot Patching Low Severity (4,186 s.y.)	\$153,082	\$2,355,585
	Pavements: Midcrown Drive, Mill and Replace from Walzem Road to Crestway Drive (21,004 s.y.)	\$249,737	\$2,605,322
	Pavements: Four Winds Drive, Mill and Replace from Randolph Boulevard to Tradewind Drive and from Windcrest Drive to Crosswind Drive (10,220 s.y.)	\$121,516	\$2,726,838
	Pavements: Eaglecrest Boulevard, Mill and Replace from Crestway Drive to Walzem Road (45,833 s.y.)	\$544,954	\$3,271,792
	Pavements: Marco Polo, Mill and Replace from Magellan to Murray Winn (2,333 s.y.)	\$27,739	\$3,299,531
6-7	Assess Pavement Conditions and renew Capital Investment Plan		
	Addition to Maintenance facility (4,200 s.f.)	\$294,000	\$3,593,531
	Repave and extend paved parking/storage areas at Maintenance facility (6,000 s.y.)	\$96,300	\$3,689,831

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Year	Project	Estimated Cost	Cost (Cumulative)
	Repave Recreational Vehicle parking, (7,200 s.y.)	\$85,600	\$3,775,431
	Replace baseball field concession stand (1,200 s.f.)	\$96,000	\$3,871,431
	Pool house and site general renovation	\$101,550	\$3,972,981
8-10	City Hall renovation, Scenario 3	\$2 million	\$5,972,981
>10	Community Center Renovation	\$90,900	\$6,063,881
	Average Capital Investment per year		\$600,000

Appendix C

**APPENDIX C
PAVEMENT EVALUATION MAP**



INTERSTATE 35

LOOP 410 WEST
AUSTIN HWY

AUSTIN

DRURY INN

RED LOBSTER

EXECUTIVE
PLAZA

WINDSOR

WINDCREST
ELEMENTARY
SCHOOL

WINDSOR
GOLF
COURSE

TABLE A-1: CITY OF WINDCREST PAVEMENT EVALUATION DISTRESS SUMMARY

Rank	Street	From	To	Date of Survey	Direction of Survey	Pic #	Total Length	Chip Seal	Aligator Cracking	Aligator Cracking	Diagonal Cracking	Diagonal Cracking	Routing	Routing	Patching	Patching	Long Cracking	Long Cracking	Horiz Cracking	Horiz Cracking	Hour Cracking	Ride Quality	Comments
	Tidestreet Dr	Middletown Dr	Blugrass Ln	8/2/2011	West	345	30	855															
	Tidestreet Dr	Golden Dr	Middletown Dr	8/2/2011	East	378	30	415															
	Tradewind Dr	Fourwinds Dr	Weathercock Ln	8/2/2011	North	460	30	600															
	Tradewind Dr	Zephyr Dr	Wardens Dr	8/2/2011	South	458	30	410															
	Vista Bute	Zephyr Dr	Wardens Dr	8/2/2011	South	458	30	340															
	Vista Bute	Spindrift	Spanish Moss	7/28/2011	North	284	30	860															
	Walter Raleigh	Murray Wm	James Cook	7/27/2011	North	224	30	280															
	Walter Raleigh	James Cook	Rene La Salle	7/27/2011	North	225	30	290															
	Walter Raleigh	Rene La Salle	Magnolia	7/27/2011	North	226	30	505															
	Waxwing Cr E	Waxwing Dr	Cul-De-Sac	7/26/2011	East	143	30	201															
	Waxwing Cr W	Cul-De-Sac	Waxwing Dr	7/26/2011	East	140	30	270															
	Waxwing Dr	Weatherly Dr	Waxwing Dr	7/26/2011	South	137	30	335															
	Waxwing Dr	Weatherly Dr	Wardens Dr E	7/26/2011	South	145	30	378															
	Waycrest Dr	Wardens Dr	Cul-De-Sac	8/2/2011	East	387	30	320															
	Weathercock Ln	Weathercock Ln	Cul-De-Sac	8/2/2011	East	475	30	100															
	Weathercock Ln	Melody Ln	sidestreet	8/2/2011	South	473	30	330															
	Weathercock Ln	Weathercock Ln	William Way	8/2/2011	South	476	30	430															
	Weathercock Ln	William Way	Tradewind Dr	8/2/2011	East	461	30	1180															
	Weatherly Dr	Richard Ln	Cul-De-Sac	7/26/2011	East	136	30	650															
	Weatherly Dr	Richard Ln	Richard Ln	7/26/2011	East	133	30	1080															
	Weatherly Dr	Richard Ln	Richard Ln	7/26/2011	East	129	30	324															
	Weatherly Dr	Cul-De-Sac	Waxwing Dr	7/26/2011	East	127	30	275															
	Wedgetail Dr	Northaven Dr	Windhaven Dr	7/27/2011	North	201	30	272															
	Wedgetail Dr	Windhaven Dr	Windhaven Dr	7/27/2011	North	200	30	296															
	Wedgetail Dr	Windhaven Dr	Woodcock Dr	7/27/2011	North	199	30	288															
	Wedgetail Dr	Woodcock Dr	Windhaven Dr	7/27/2011	North	215	30	254															
	Wedgetail Dr	Woodcock Dr	Windhaven Dr	7/27/2011	North	214	30	109															
	Westwind Cr	Windin Ridge Dr	Crestview Rd	7/27/2011	North	213	30	288															
	Westwind Cr	Cul-De-Sac	Windvale Dr	8/2/2011	West	468	30	130															
	Westwind Cr	Windvale Dr	Cul-De-Sac	8/2/2011	West	469	30	305															
	Whitmore Cr	Jim Seal North	Jim Seal South	7/27/2011	East	172	25	500															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	203	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	205	30	540															
	Whitmore Cr	Whitmore Dr	Whitmore Dr	7/27/2011	West	202	30	740															

Appendix D

**APPENDIX D
 City Hall Repair and Replacement Scenarios**

Scenario 1. Continue with normal maintenance and repair activities and correct safety and building deterioration issues. The following safety conditions should be repaired as soon as possible:

The estimated cost to remove tripping hazards and minimize damage to the building is \$38,000.

1. Replace cracked concrete drive aprons at Fire Department.
2. Repair tripping hazards at sidewalk left of entrance.
3. Correct a tilting stone veneer pilaster and footing at front of building.
4. Install cover plates at openings at the building soffit.
5. Correct exposed wiring condition at horizontal and vertical conduit location.
6. Not all exterior fixtures appear to be tied to GFI.
7. Trim shrubbery that conceals wall Siamese fire department connection.

8. Relocate Roof Top Unit condensate lines to drain into roof drain rather than onto the roof.

Project Description:

City of Windcrest City Hall (tripping hazards and urgent repairs to structure)

Project Name			Bldg. Size	14,600.00
Description Units		Unit Cost	Area	Cost Installed Labor/Mtl.
GC Overhead	LS	3,200.00	1	3,200.00
GC Profit	LS	3,200.00	1	3,200.00
Contractor Overhead Sub Total				\$6,400.00
Concrete sidewalk & pavement Demo	SF	1.00	14,600	14,600.00
Pilaster Repair	LS		3,000	3,000.00
Site Work Site Grading	SF	1	2,000	2,000.00
Site Concrete	SF	4.00	3,000	12,000.00
Site Work Cost				\$31,600.00
PRELIMINARY STATEMENT OF PROBABLE COST				\$38,000.00

Scenario 2. Gut and renovate the interior. The estimated cost would be \$1.29 million or 42% of the cost of a new facility.

Project

Description:

City of Windcrest City Hall

Project Name Bldg Renovations

Bldg. Size

14,600.00

Description	Units	Unit Cost	Area	Cost Installed Labor/Mtl.
GC Overhead	LS	60,000.00	1	60,000.00
GC Profit	LS	40,000.00	1	40,000.00
Contractor Overhead Sub Total				\$100,000.00
Contingency Allowance	LS	30,000.00	1	30,000.00
Allowances Sub Total				\$30,000.00
Site Demo	SF	1.00	14,600	14,600.00
Building Demo	SF	3.00	14,600	43,800.00
Erosion Control	LS	2,000.00	1	2,000.00
Striping	LS	1.00	1,000	1,000.00
Irrigation	LS	0	3,000	-
Underfloor Excavation	SF	3.00	0	-
Utilities	LS	20,000.00	1	20,000.00
Site Work Site Grading	SF	1	5,000	5,000.00
Site Concrete	SF	4.00	3,000	12,000.00
Site Work Cost				\$98,400.00
Steel Handrails	SF	60.00	100	6,000.00
Rough Carpentry	SF	1	14,600	14,600.00
Millwork	SF	2	14,600	29,200.00
OH Doors Batt/Rigid Insulation	EA	4,000.00	1	4,000.00
Roof Insulation	SF	0.61	14,600	8,906.00
Mod. Bit. Roof s/Downspouts	SF	1.50	14,600	21,900.00
Conc. Floor Topping	SF	3.50	14,600	51,100.00
Caulking/Sealants	SF	0.4	14,600	5,840.00
	SF	1.00	2,000	2,000.00
	SF	0.5	14,600	7,300.00

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Hollow Met. Doors/Frames	SF	1,500.00	1	1,500.00
Wood Doors	EA	500.00	53	26,500.00
Fin. Hardware	SF	500.00	53	26,500.00
Roof Top Equip. Screen	LS	20,000.00	1	20,000.00
Gyp. Board	SF	6.00	14,600	87,600.00
Acoustic Ceilings	SF	3.00	14,600	43,800.00
Floor Carpet	SF	3.00	14,600	43,800.00
Painting	SF	6.00	14,600	87,600.00
Toilet Accessories	SF	0.25	14,600	3,650.00
Building Construction Sub Total				\$491,796.00
Controls	LS	20,000.00	1	20,000.00
Plumbing costs				\$20,000.00
Mechanical Costs	LS	300,000.00	1	30,000.00
Mechanical costs				\$30,000.00
Electric Costs	LS	250,000.00	1	250,000.00
Electrical costs				\$250,000.00
PRELIMINARY STATEMENT OF PROBABLE COST				\$1,290,196.00

Scenario 3. Gut and renovate the interior, consolidate HVAC systems and replace the existing flat roof with a low-sloped standing seam metal roof. The estimated cost would be \$2.0 million or 65% of the cost of a new facility.

Project Description:
 City of Windcrest City Hall

Project Name		Bldg. Size	14,600.00	
GC Overhead		125,000.00	1	125,000.00
GC Profit		125,000.00	1	125,000.00
Contractor Overhead Sub Total				\$250,000.00
Contingency Allowance		30,000.00	1	30,000.00
Allowances Sub Total				\$30,000.00
Building Interior Demo	SF	3.00	14,600	43,800.00
Erosion Control		2,000.00	1	2,000.00
Utilities		20,000.00	1	20,000.00
Site Work Site Grading	SF	1	5,000	5,000.00
Site Concrete	SF	4.00	3,000	12,000.00
Site Work Cost				\$98,400.00
Steel Handrails	SF	60.00	100	6,000.00
Exp. Jnt. Covers	SF	0.1	0	-
Rough Carpentry	SF	1	14,600	14,600.00
Millwork	SF	2	14,600	29,200.00
OH Doors	EA	4,000.00	1	4,000.00
Batt/Rigid Insulation	SF	0.61	14,600	8,906.00
Roof Insulation	SF	1.50	14,600	21,900.00
Met. Roof and FramingMod. Bit. Roof	SF	20.00	14,600	292,000.00
Gutters/Downspouts	SF	0.4	14,600	5,840.00
Conc. Floor Topping	SF	1.00	2,000	2,000.00
Caulking/Sealants	SF	0.5	14,600	7,300.00
Hollow Met. Doors/Frames	SF	1,500.00	1	1,500.00
Wood Doors	EA	500.00	53	26,500.00
Fin. Hardware	SF	500.00	53	26,500.00
Gyp. Board	SF	6.00	14,600	87,600.00
Window Replacement	SF	25,000.00	1	25,000.00
Acoustic Ceilings	SF	3.00	14,600	43,800.00
Floor Carpet	SF	3.00	14,600	43,800.00
Painting	SF	6.00	14,600	87,600.00
Toilet Accessories	SF	0.25	14,600	3,650.00
Building Construction Sub Total				\$737,696.00
Controls	LS	40,000.00	1	40,000.00
Plumbing costs				\$40,000.00
Mechanical Costs	LS	600,000.00	1	600,000.00
Mechanical costs				\$600,000.00

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Electric Costs	LS	50,000.00	1	250,000.00
Electrical costs				\$250,000.00
				\$2,006,096.00

Scenario 4. Demolish and rebuild City Hall. The estimated cost of this scenario would be \$3.1 million (14,600 square feet at an average estimated cost of \$210/square foot of construction including the cost of temporary facilities) or, if sleeping areas were provided for the Fire Department, an additional 3000 square feet would be required and the total estimated cost would be \$3.7 million.

Appendix E

APPENDIX E
Community Center Repairs

Project Description:

City of Windcrest Community Center

Project Name **Bldg**
 Renovations

Description	Units	Unit Cost	Area	Cost Installed Labor/Mtl.
GC Overhead	LS	5,000.00	1	5,000.00
GC Profit	LS	5,000.00	1	5,000.00
Contractor Overhead Sub Total				\$10,000.00
Site Demo	SF	0.5	3,200	1,600.00
Site Work Site Grading	SF	1	5,000	5,000.00
Site Concrete	SF	5	1000	5,000.00
Site Work Cost				11,600.00
Kitchen cabinets	LS	1	3,000	3,000.00
Caulking/Sealants	SF	0.5	700	350
Wood Doors	EA	500	2	1,000.00
Fin. Hardware	SF	500	2	500
Gyp. Board Repairs	SF	0.5	700	350
Kitchen Equipment/Hood	LS	50,000.00	1	50,000.00
Painting	SF	3	4,700	14,100.00
Building Construction Sub Total				\$80,900.00
PRELIMINARY STATEMENT OF PROBABLE COST				\$90,900.00

Appendix F

APPENDIX F
Swimming Pool Repairs

PRELIMINARY STATEMENT OF PROBABLE COST

Project Description:

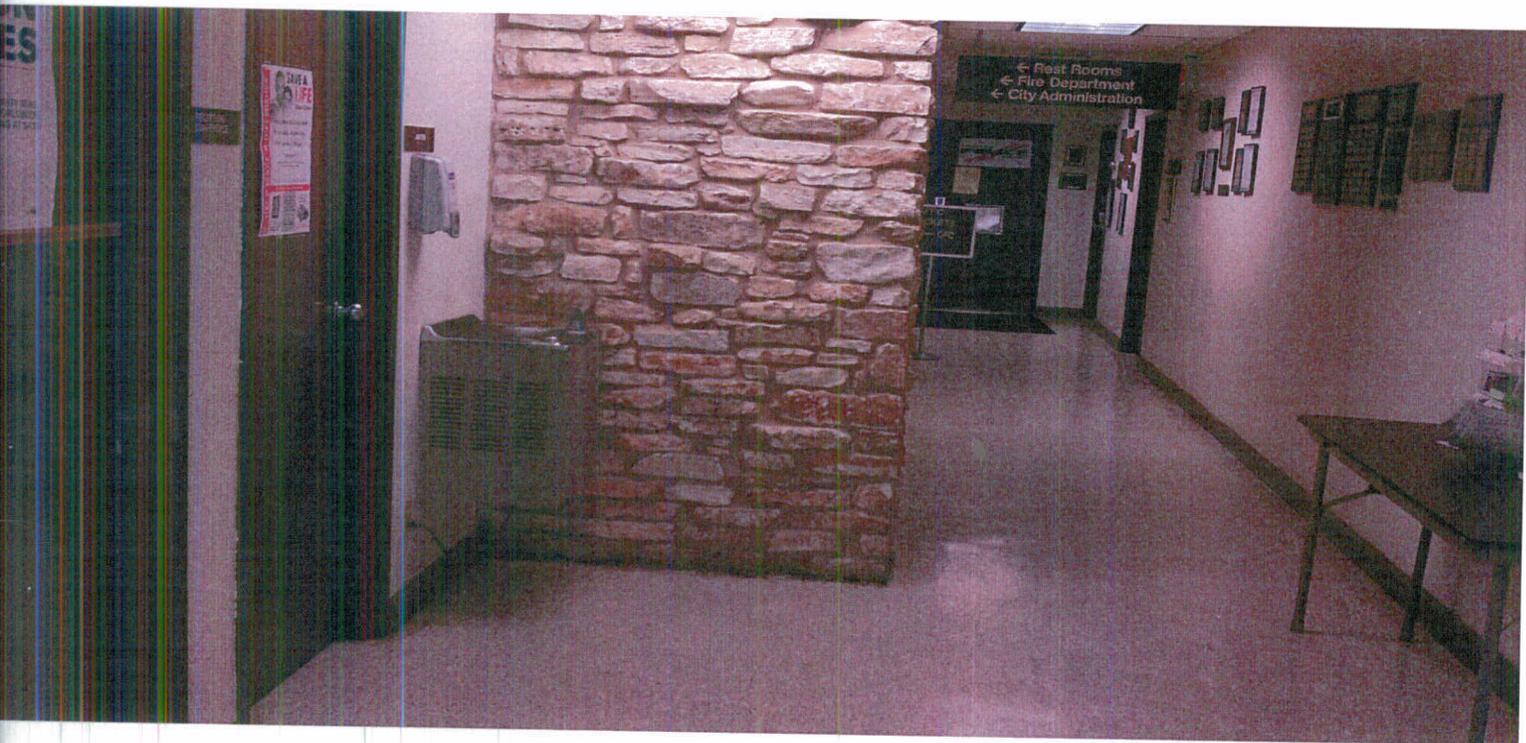
City of Windcrest Swimming Pool

Description	Units	Unit Cost	Area	Cost Installed Labor/Mtl.
GC Overhead	LS			5,000.00
GC Profit	LS			5,000.00
Contractor Overhead Sub Total				10,000.00
Site/Slab Demo	SF	0.5	9000	4,500.00
Erosion Control	LS	2000	1	2,000.00
Safety Repairs (off-season), subtotal				6,500.00
Irrigation	LS	1	2000	2,000.00
Site Work Site Grading	SF		2000	2,000.00
Site Concrete	SF	3	9000	27,000.00
C.L. Fence	LS	10000	1	10,000.00
ADA Upgrades	LS	3000	1	3,000.00
Site Work Cost				44,000.00
Pump/filter house painting and door replacement		2000	1	2,000.00
OH Doors	EA			2,000.00
Caulking/Sealants	SF	0.5	3000	1,500.00
Hollow Met. Doors	SF			1,000.00
Pool Equipment	LS			5,000.00
Painting	SF	2	3000	4,000.00
Pool Coatings	LS			17,400.00
Toilet Accessories	SF	0.25	10600	2,650.00
Canopy Shade Structures	LS	8000	1	8,000.00
Building Construction Sub Total				43,550.00
Electric Costs	LS	6000	1	6,000.00
PRELIMINARY STATEMENT OF PROBABLE COST				110,050.00

Appendix G



PHOTOGRAPH 1 – City Hall: downspouts require repair and/or replacement.



PHOTOGRAPH 2 – City Hall: interiors are dated and lack accessibility features.



PHOTOGRAPH 3 – City Hall Council Chambers: tripping hazards and accessibility challenges.



PHOTOGRAPH 4 – City Hall: Seal openings to the roof at water heater closet.



PHOTOGRAPH 5 – City Hall: tilted and detached pilaster requires foundation stabilization.



PHOTOGRAPH 6 – City Hall: Interior wall at copy room requires repair.



PHOTOGRAPH 7 – City Hall: Kitchen/break area requires updating.



PHOTOGRAPH 8 – City Hall: Roof-mounted air conditioning units are different ages and energy efficiencies.



PHOTOGRAPH 11 – Swimming Pool Pump/Filter House: Evaluate mechanical ventilation, replace and/or paint metal items