
January 22, 2026

Jim Burton
City Administrator - City of Woodcreek
41 Champions Circle
Woodcreek, TX 78676

Re: City of Woodcreek Street Maintenance Plan

Dear Mr. Burton,

This letter report summarizes the 30-year Street Maintenance Plan (SMP) developed by Freeland Turk Engineering Group (FTEG) for the City of Woodcreek (CoW).

Pavement Condition Assessment

In December of 2025, FTEG conducted a “windshield” pavement condition assessment of the streets with the City of Woodcreek. Our assessment did not include privately maintained or Hays County streets. FTEG utilized the City of Woodcreek Street Map created in 2011 by Jeff Ivy, the City of Woodcreek Pavment Management Program Technical Memorandum created in 2021 by KFA, and additional records and information from the City for background information for this report. FTEG has relied on these records to identify the privately maintained streets, this information may not be accurate and it is recommended for the City to verify these records.

Based on background information, most of the streets in the City were built in the 1970's and 1980's and were originally chip seal. Brookhollow Dr and the “triangle” were reconstructed to a concrete pavement section in 2018. Additionally, several asphalt streets have some concrete “v-swale” low water crossings. In 2023, the City completed a significant mill and overlay for most of the streets. The East-West leg of Deerfield Dr was recently overlaid, and the North-South leg was reconstructed in 2025.

We have grouped the streets by condition, as shown in the attached Pavement Condition Exhibit.

Group 1 Streets – These streets are in good condition and have a Pavement Condition Index (PCI) range of 85 to 95. The typical pavement distresses include small amounts of minor cracking and asphalt oxidation. These asphalt streets have been recently resurfaced in 2023 or 2025, and some crack sealing has already been completed. The concrete street also remains in good condition. We believe the streets are in good condition because the subgrade under these streets is very strong (probably hard caliche or rock).

Group 2 Streets – These streets are in good to fair condition and have a PCI range of 75 to 85. The typical pavement distresses include longitudinal, transverse, and alligator cracking, and oxidation. These streets may have been constructed over weaker subgrade materials or over fill material.

Group 3 Streets – These streets are in fair to poor condition and have a PCI range of 55 to 75. The typical pavement distresses include more severe longitudinal, transverse, and alligator cracking, undulations, patching, raveling, and oxidation. These streets were not included in the 2023 mill and overlay project, and appear to be the original asphalt construction with minor patching. Consequently, we believe they are in poorer condition and will deteriorate faster than the Group 1 or 2 streets.

Street Maintenance Activities

Below is a synopsis of the 30-year SMP activities that the City of Woodcreek should implement to adequately care for the paved streets in their community.

Asphalt Streets:

Routine Preventative Maintenance – Preventative activities include crack sealing, pothole repairs, and minor patching. These activities should be routinely scheduled annually and will serve to extend the life of the pavement for the least amount of cost.

Pavement Preservation – These activities include applying HA5 (High-Density Mineral Bond) about every seven years. HA5 helps preserve the asphalt binder damaged in oxidation and seals the pavement from moisture. In addition, pavement applied with HA5 retains its black appearance far longer than other preservation materials.

Pavement Resurfacing – This activity includes the removal of existing asphalt (2") and installing a new 2" asphalt surface.

Pavement Reconstruction – This activity includes removing and replacing existing asphalt and base material. The streets in Woodcreek appear to have been constructed on strong subgrade and good base material. Due to this observation, FTEG suggests utilizing full depth reclamation and recycling the base material in lieu of replacing. This would be dependent on condition of the streets.

Concrete Streets:

Routine Preventative Maintenance – Preventative activities include joint cleaning and resealing, crack sealing, and minor patching. These activities should be routinely scheduled about every five years and will serve to extend the life of the pavement for the least amount of cost.

Pavement Preservation – These activities can include concrete or asphalt overlays. A concrete overlay is typically used on older pavements that were not designed for current traffic demands. Asphalt overlays can extend the life of concrete pavement, however these are typically not as successful on concrete pavement with joints due to increased cracking. Neither of these overlay options would be recommended for the City of Woodcreek's concrete pavement, as the depth appears sufficient and the concrete streets appear in good condition.

Pavement Repair – These activities include joint repair and larger patching areas as needed.

Pavement Reconstruction – This activity includes removing and replacing existing concrete and base material or stabilized subgrade (replace-in-place).

General:

Engineering Update – The 30-Year SMP should be updated about every seven years to include a pavement condition assessment. This effort will result in a refined plan based on the current condition of the pavement and the funding available.

30-year Street Maintenance Plan

Below is a synopsis of the 30-year SMP attached to this letter report. This plan aims to maintain the streets to a composite PCI score of 75 or more.

Asphalt Streets

Annually – Conduct preventative activities, including crack sealing, pothole repairs, and minor patching.

2026 – The recommended initial street program consists of a mill and overlay for Group 3 asphalt streets, some full depth repair may be required.

2030 - Apply HA5 on Group 1 and Group 2 asphalt streets. This would be approximately 7 years after the 2023 mill and overlay project.

2037 – Apply HA5 on all asphalt streets.

2044 – Reconstruct all asphalt streets with a recommended full depth reclamation section, if necessary.

2051 – Apply HA5 on all asphalt streets.

Concrete Street

5 year cycle – Conduct preventative activities, including joint cleaning and resealing, crack sealing, and minor patching.

2031 – Conduct preventative activities and pavement repair where necessitated.

2041 – Conduct preventative activities and pavement repair where necessitated.

2049 – Reconstruct street, if necessary.

Present Value Opinion of Probable Costs

The SMP includes a present value (2025) Opinion of Probable Cost (OPC) for each plan year. The OPCC includes costs for construction, engineering, and contingency. Additionally, the OPCC adjusting for inflation over the 30-year period has also been included. This assumes a 3% inflation rate per year.

FTEG prepared this 30-year SMP as a financially unconstrained plan, meaning the City of Woodcreek can fund all the recommended activities. This plan should be modified based on the corresponding budget, which better represents the actual funding levels available during the plan years. Please be advised that reducing street maintenance activities will likely result in faster pavement deterioration rates.

We appreciate the opportunity to serve the City of Woodcreek. Should you have any questions or comments about this report, please do not hesitate to contact us.

Sincerely,



Melanie Norris, P.E.
Project Manager

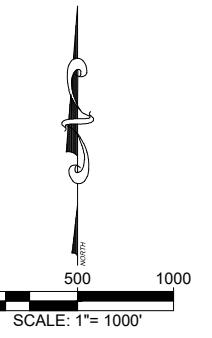
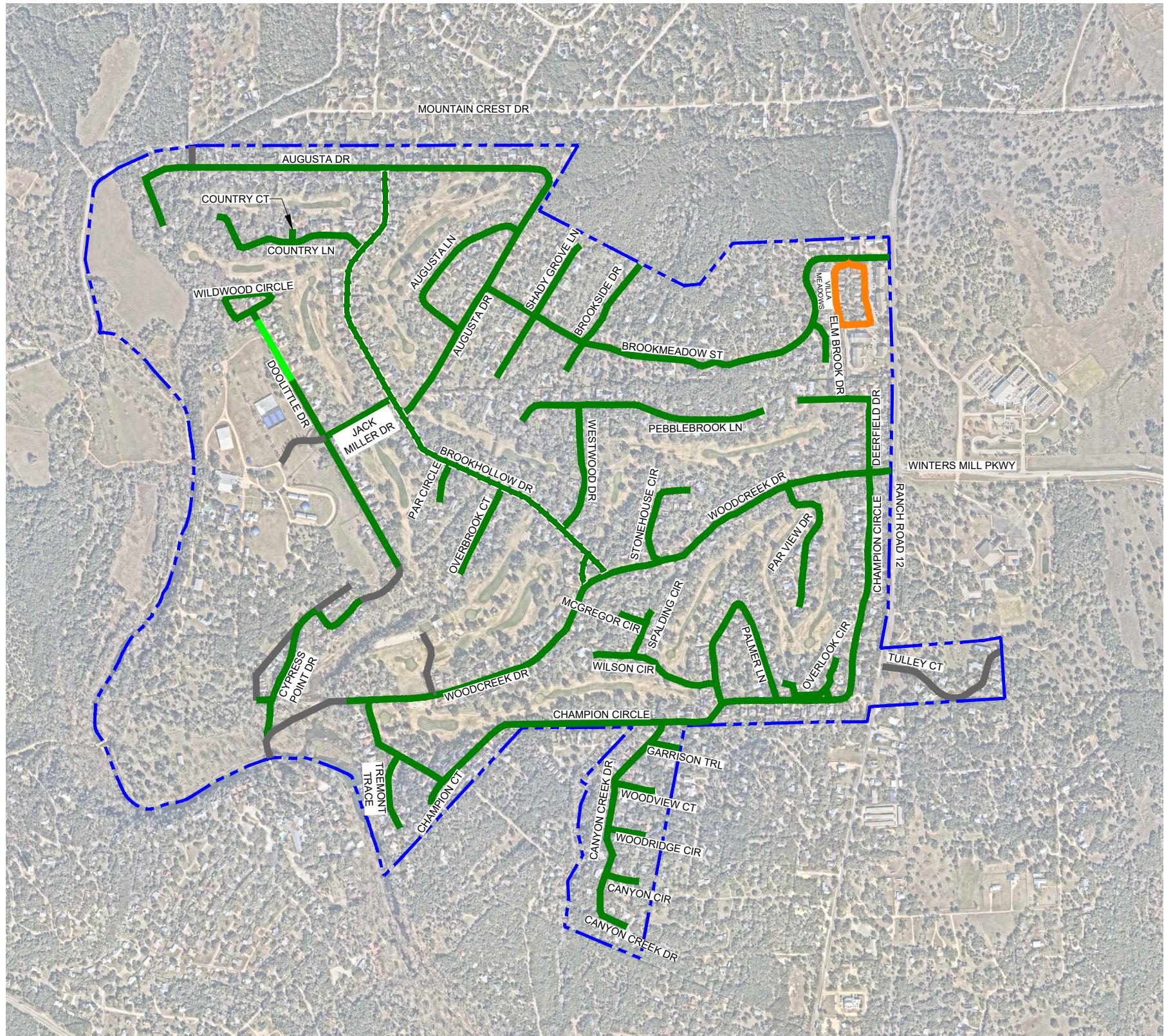
Attachments: 30-year Street Maintenance Plan Summary
Pavement Condition Assessment Exhibit

City of Woodcreek
30-Year Street Maintenance Plan Summary
22-Jan-26

Maintenance Plan Year	Calendar Year	Asphalt Streets							Concrete Street							Total 2025 Present Value OPCC	Total OPCC Adjusted for Inflation (Assuming 3% each year)
		Avg. Pavement Age	Annual Routine Preventative Maintenance	Preservation (HAs)	Resurfacing (Mill and Overlay)	Reconstruction (Full Depth Reclamation)	2025 Present Value OPCC	OPCC Adjusted for Inflation (Assuming 3% each year)	Avg. Pavement Age	Routine Preventative Maintenance	Pavement Repair (Joint repair/patching)	Reconstruction (Full Depth Replace)	2025 Present Value OPCC	OPCC Adjusted for Inflation (Assuming 3% each year)			
1	2026	45	X (Group 1 and 2)		X (Group 3+Patching)		\$170,000	\$170,000	7	X			\$17,500	\$17,500	\$187,500	\$187,500	
2	2027	46	X				\$30,000	\$30,900	8						\$30,000	\$30,900	
3	2028	47	X				\$30,000	\$31,827	9						\$30,000	\$31,827	
4	2029	48	X				\$30,000	\$32,782	10						\$30,000	\$32,782	
5	2030	49	X (Group 3)	X (Group 1 and 2)			\$600,000	\$675,305	11						\$600,000	\$675,305	
6	2031	50	X				\$30,000	\$34,778	12	X	X		\$50,000	\$57,964	\$80,000	\$92,742	
7	2032	51	X				\$30,000	\$35,822	13						\$30,000	\$35,822	
8	2033	52	X				\$30,000	\$36,896	14						\$30,000	\$36,896	
9	2034	53	X				\$30,000	\$38,003	15						\$30,000	\$38,003	
10	2035	54	X				\$30,000	\$39,143	16						\$30,000	\$39,143	
11	2036	55	X				\$30,000	\$40,317	17	X			\$17,500	\$23,519	\$47,500	\$63,836	
12	2037	56		X (All)			\$600,000	\$830,540	18						\$600,000	\$830,540	
13	2038	57	X				\$30,000	\$42,773	19						\$30,000	\$42,773	
14	2039	58	X				\$30,000	\$44,056	20						\$30,000	\$44,056	
15	2040	59	X				\$30,000	\$45,378	21						\$30,000	\$45,378	
16	2041	60	X				\$30,000	\$46,739	22	X	X		\$50,000	\$77,898	\$80,000	\$124,637	
17	2042	61	X				\$30,000	\$48,141	23						\$30,000	\$48,141	
18	2043	62	X				\$30,000	\$49,585	24						\$30,000	\$49,585	
19	2044	63			X (All)		\$6,500,000	\$11,065,815	25						\$6,500,000	\$11,065,815	
20	2045	64	X				\$30,000	\$52,605	26						\$30,000	\$52,605	
21	2046	65	X				\$30,000	\$54,183	27	X			\$17,500	\$31,607	\$47,500	\$85,790	
22	2047	66	X				\$30,000	\$55,809	28						\$30,000	\$55,809	
23	2048	67	X				\$30,000	\$57,483	29						\$30,000	\$57,483	
24	2049	68	X				\$30,000	\$59,208	30			X	\$2,250,000	\$4,440,570	\$2,280,000	\$4,499,777	
25	2050	69	X				\$30,000	\$60,984	31						\$30,000	\$60,984	
26	2051	70			X (All)		\$600,000	\$1,256,267	32						\$600,000	\$1,256,267	
27	2052	71	X				\$30,000	\$64,698	33						\$30,000	\$64,698	
28	2053	72	X				\$30,000	\$66,639	34						\$30,000	\$66,639	
29	2054	73	X				\$30,000	\$68,638	35	X			\$17,500	\$40,039	\$47,500	\$108,677	
30	2055	74	X				\$30,000	\$70,697	36						\$30,000	\$70,697	

*Average asphalt age assumed to begin in ~1980, base section is original, asphalt in 2023

*Concrete street age assumed to begin in 2018 (reconstructed)



LEGEND

-  CITY LIMITS
-  GOOD CONDITION STREET (GROUP 1)
-  (CONCRETE STREET)
-  GOOD TO FAIR CONDITION STREET (GROUP 2)
-  FAIR TO POOR CONDITION STREET (GROUP 3)
-  PRIVATE STREET (EXCLUDED)

THIS DOCUMENT IS
RELEASED FOR THE

PAVEMENT CONDITION EXHIBIT

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