

Exhibit A

ARTICLE III. - ROADWAY IMPACT FEES

DIVISION 1. - GENERALLY

Sec. 130-103. - Short title.

This article be known and cited as the McKinney Impact Fees Article—Roadways.

Sec. 130-104. - Purpose.

This article is intended to ensure the provision of adequate roadway facilities to serve new development in the city by requiring each development to pay its share of the costs of such improvements necessitated by and attributable to such new development.

Sec. 130-105. - Authority.

This article is adopted pursuant to Texas Local Government Code ch. 395 and the City Charter. The provisions of this article shall not be construed to limit the power of the city to utilize all powers and procedures authorized under Texas Local Government Code ch. 395, or other methods authorized under state law or pursuant to other city powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this article. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this article.

Sec. 130-106. - Definitions.

The following terms when used in any provision of this article shall have the meanings attributed to them in this section:

Assessment means the determination of the amount of the maximum impact fee per service unit which can be imposed on new development pursuant to this article. The amount of the impact fee per service unit is a measure of the traffic impact on system facilities created by the new development.

Capital improvement means a roadway facility with a life expectancy of three or more years, to be owned and operated by or on behalf of the city (including the city's share of costs for roadways and associated improvements designated as a numbered highway on the official federal or state highway system). "Capital improvement" applies to a newly constructed roadway facility or to the expansion of an existing roadway facility necessary to serve new development.

Capital improvements advisory committee means the city's planning and zoning commission. If no member of the planning and zoning commission is a representative of the real estate, development, or building industry, and not an employee or official of a political subdivision or governmental entity, the City Council shall appoint at least one such representative as an ad hoc voting member of the planning and zoning commission when it acts as the capital improvements advisory committee. In addition, the City Council shall also appoint at least one representative from the extraterritorial jurisdiction of the City as an ad hoc voting member of the planning and zoning commission when it acts as the capital improvements advisory committee.

City means the City of McKinney, Texas.

Credit means:

- (1) When used in the context of determining the maximum assessable impact fee per service unit, an amount equal to:
 - a. That portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or
 - b. In the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan; or
- (2) When used in the context of determining the offset for system facilities, the amount of the reduction of an impact fee designed to fairly reflect the value of any construction of, contributions to, or dedications of a system facility agreed to or required by the city as a condition of development approval, pursuant to rules herein established or pursuant to city council-approved administrative guidelines which value shall be credited on a vehicle mile basis against roadway facilities impact fees otherwise due from the development and which credits are hereinafter referred to as an "offset" or "offsets" to avoid confusion.

Development unit or *development units* is the expression of the magnitude of the transportation demand created by each land use planned within a particular development and is used to compute the number of service units consumed by each individual land use application.

Final plat approval or *approval of a final plat* means the point at which the applicant has complied with all conditions of approval and the plat (minor plat or record plat) has been released for filing with the county.

Final plat recordation or *recordation of a final plat* means the point at which the applicant has complied with all conditions precedent to recording an approved final plat (minor plat or record plat) in the county, including the final completion of and acceptance by the city of any infrastructure or other

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improvements required by the Subdivision Ordinance or the Unified Development Code or any other ordinance and the plat is filed for record with the county clerk's office.

Impact fee or roadway impact fee means a charge or assessment imposed by the city, pursuant to this article, against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development. "Impact fees" or "roadway impact fees" do not include road escrow payments for site-related facilities imposed under facility agreements in existence on the effective date of this article. The term also does not include dedication of rights-of-way or easements or construction or dedication of drainage facilities, streets, sidewalks, or curbs if the dedication or construction is required by the Subdivision Ordinance or the Unified Development Code and is necessitated by and attributable to the new development.

Land use assumptions means and includes a description of the service areas and the projections of population and employment growth and associated changes in land uses, densities and intensities adopted by the city, as may be amended from time to time, in each service area over a ten-year period upon which the roadway improvements plan is based. The land use assumptions are set out in the most recently updated land use assumptions for roadway impact fees adopted by resolution of the city council, and attached to Ord. No. 2019-09-114 (R) as Exhibit 1.

Land use vehicle-mile equivalency tables or LUVMET are tables that provide the standardized measure of consumption or use of roadway facilities attributable to a new development based on the land use category of the development and historical data and trends applicable to the city during the previous ten years. The LUVMET recognizes and expresses the magnitude of the transportation demand created by different land use categories within a particular development and allows different uses of land to more accurately bear the cost and expense of the impacts generated by such uses. If a specific land use is not provided in the LUVMET, a travel demand factor can be calculated for the land use based on the trip generation rates in a Traffic Impact Analysis that has been approved by the City of McKinney and follows best practices for trip generation as outlined by the ITE Trip Generation Handbook. The LUVMET expresses the number of service units consumed by each individual land use application as "vehicle miles (per development unit)."

New development means a project involving the subdivision of land and/or the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure, or any use or extension of the use of land any of which has the effect of increasing the requirements for capital improvements, measured by an increase in the number of service units to be generated by such activity, and which requires either the approval and filing with the county of a plat pursuant to the city's Subdivision Ordinance or Unified Development Code or the issuance of a building permit.

Offset or offsets means the amount of the reduction of an impact fee designed to fairly reflect the value of any construction of, contributions to, or dedications of a system facility agreed to or required by the city as a condition of development approval, pursuant to rules herein established or pursuant to city council-approved administrative guidelines which value shall be credited on a vehicle mile basis against roadway impact fees otherwise due from the development.

Recoup means to reimburse the city for capital improvements the city has previously installed or caused to be installed.

Roadway means any freeway, expressway or arterial or collector streets or roads designated in the city's adopted master thoroughfare plan, as may be amended from time to time. The term includes the city's share of costs for roadways and associated improvements designated as a numbered highway on the federal or Texas highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way.

Roadway facility means a roadway together with any appurtenances to a roadway which includes, but is not limited to, design; rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic signals and traffic control devices; turn lanes; drainage facilities associated with the roadway; sidewalks; street lighting; or curbs. "Roadway facility" also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or Texas highway system. "Roadway facility" includes the city's share of costs for roadways and associated improvements designated as a numbered highway on the federal or Texas highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way. "Roadway facility" excludes those improvements or appurtenances to a roadway that are site-related facilities.

Roadway improvements plan or capital improvements plan for roadway impact fees identifies the capital improvements or facility expansions and associated costs for each roadway service area that are necessitated by and which are attributable to new development within the service area, for a period not to exceed ten years, which capital improvements are to be financed in whole or in part through the imposition of roadway impact fees pursuant to this article. The roadway improvements plan or capital improvements plan for roadway impact fees are based on the land use assumptions set out in the most recently updated roadway impact fee update ("roadway improvements plan") adopted by resolution of the city council, and attached to Ord. No. 2020-12-___ as exhibit 2."

Roadway service area or roadway benefits area means the geographic area(s) within the city's corporate limits designated on the map incorporated with the _____, which do not exceed six miles and within which geographic area(s) roadway impact fees for capital improvements will be collected for new development occurring within such area, and within which area fees so collected will be expended for those capital improvements identified in the roadway improvements plan to be located

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within the roadway service area. "Roadway service area" or "roadway benefits area" does not include any land outside the city limits.

Service unit means one vehicle mile of travel in the afternoon peak hour of traffic and is also referred to as a "vehicle mile."

Service unit equivalent means the amount of capacity created by contribution of a capital improvement on behalf of a new development, expressed in vehicle miles.

Single family residential lot means a lot platted to accommodate a single family or a duplex dwelling unit, as authorized under the city's Zoning Ordinance or Unified Development Code.

Site-related facility means an improvement or facility that is constructed for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway facilities to serve the new development and which is not included in the roadway improvements plan and for which the developer or property owner is solely responsible under the Subdivision Ordinance or the Unified Development Code, and/or any other applicable regulations.

System facility means a capital improvement which is designated in the roadway improvements plan and which is not a site-related facility. A system facility may include a capital improvement which is located off-site, within, or on and along the perimeter of the new development site.

Sec. 130-107. - Applicability.

The provisions of this article apply to all new developments within the corporate boundaries of the city. The provisions of this article apply uniformly within each roadway benefit area.

Sec. 130-108. - Impact fees per service unit.

- (a) The maximum impact fee per service unit (post-credit) for each roadway service area shall be as set forth in:
- (1) Schedule 1, table A, if the date of final plat recording is prior to September 1, 2003 and replatting is not necessary;
 - (2) Schedule 1, table B, if the date of final plat recording is between the following date ranges set out in the "platting date ranges" and replatting is not necessary:
 - i. September 1, 2003 through and including November 9, 2008;
 - ii. November 10, 2008 through and including November 19, 2013; or
 - iii. November 20, 2013 through and including November 30, 2020.
 - (3) Schedule 1, table B, if the platting date range of final plat recording or replatting is December 1, 2020 or later.

Schedule 1, tables A and B (sometimes hereinafter referred to collectively as "schedule 1") are attached to Ord. No. 2020-12-___ and are hereby incorporated into and made a part of this article by reference.

- (b) The number of vehicle miles attributable to each land use category per development unit in each new development within a roadway service area shall be as set forth in:
- (1) Schedule 1, table A, as designated for each particular roadway service area, roadway service areas 1 through 27 if the date of final plat recording is prior to September 1, 2003 and replatting is not necessary; or
 - (2) Schedule 1, table B as designated for each particular roadway service area, roadway service areas A through M, if the date of final plat recording is on or after September 1, 2003.

Schedule 1 is attached to Ord. No. 2020-12-___ and is hereby incorporated into and made a part of this article by reference.

- (c) Impact fee Schedule 1, and/or its various tables, may be amended from time to time by ordinance.
- (d) The maximum assessable impact fee per service unit (post-credit) set forth in Schedule 1 that is assessed to new development, as may be amended from time to time, is declared to be the roughly proportionate measure of the impact(s) generated by a new unit of development on the city's transportation system. To the extent that the impact fee per service unit collected is less than the maximum assessable impact fee per service unit, such difference is hereby declared to be founded on policies unrelated to the measurement of the actual impacts of the development on the city's transportation system. The maximum assessable impact fee per service unit may be used in evaluating any claim by an applicant, developer, or property owner that the dedication, construction, or contribution of a capital improvement imposed as a condition of development approval pursuant to the city's regulations is not roughly proportionate to the impact(s) of the new development on the city's transportation system.

Sec. 130-109. - Assessment of impact fees.

- (a) Assessment of the impact fee per service unit for any new development shall be made as follows:
- (1) For a new development (i) for which a final plat was recorded prior to September 1, 2003 and for which no replatting is necessary pursuant to the city's subdivision regulations or Unified Development Code prior to development or (ii) for which no plat is necessary pursuant to the

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city's zoning ordinance or Unified Development Code because the property in question is a lot of record, assessment of impact fees shall occur at the time application is made for the building permit, and shall be the amount of the maximum assessable impact fee per service unit as set forth in schedule 1, table A, for the particular roadway service area in which the development is situated as reflected in map A, attached to Ord. No. 2020-12-___ and incorporated herein by reference, multiplied by the number of vehicle miles (per development unit) for each proposed development unit in each proposed land use category as set forth in schedule 1, table A.

- (2) For a new development for which recordation of the final plat occurred on or after September 1, 2003 through November 30, 2020, for which no replatting is necessary the assessment of impact fees shall be determined as of the date of final plat recordation and shall not exceed the amount of the maximum assessable impact fee per service unit for the particular platting date range as set forth in Schedule 1, Table B for the particular roadway service area in which the development is situated as reflected in map B, attached to Ord. No. 2020-12-___ and incorporated herein by reference, multiplied by the number of vehicle miles (per development unit) for each proposed development unit in each proposed land use category as set forth in schedule 1, table B.
 - (3) For a new development for which final plat recording or replatting occurs on or after December 1, 2020 or later, assessment of impact fees shall be at the time of final plat recordation and shall not exceed the amount of the maximum assessable impact fee per service unit as set forth in schedule 1, table B for the particular roadway service area in which the development is situated as reflected in map E multiplied by the number of vehicle miles (per development unit) for each proposed development unit in each proposed land use category as set forth in schedule 1, table B.
 - (4) For land on which new development occurs or is proposed to occur without platting or replatting, assessment of impact fees shall occur at the time application is made for the building permit, and shall not exceed the amount of the maximum assessable impact fee per service unit as set forth in schedule 1, table B for the particular roadway service area in which the development is situated as reflected in map E multiplied by the number of vehicle miles (per development unit) for each proposed development unit in each proposed land use category as set forth in schedule 1, table B.
- (b) Following assessment of the impact fee pursuant to subsection (a), the amount of the impact fee assessed per service unit for that new development cannot be increased, unless the owner proposes to change the approved development by the submission of a new application for final plat approval or replat approval, in which case new assessment shall occur at the maximum assessable Schedule 1 rate then in effect.
 - (c) Following the vacating of any plat or submittal of any replat, a new assessment must be made in accordance with section 130-109(a)(3).
 - (d) Approval of an amending plat pursuant to Texas Local Government Code § 212.016 and the Subdivision Ordinance or the Unified Development Code is not subject to reassessment of an Impact Fee hereunder provided that the use of the property remains the same.

Sec. 130-110. - Payment and collection of impact fees.

- (a) For all new developments, impact fees shall be collected at the time of application for and in conjunction with the issuance of a building permit.
 - (1) The impact fees to be paid and collected (i) for a final plat was recorded prior to September 1, 2003 and for which no replatting is necessary pursuant to the city's subdivision regulations or Unified Development Code prior to development or (ii) for which no plat is necessary pursuant to the city's zoning ordinance or Unified Development Code because the property in question is a lot of record are identified by roadway area in schedule 1, table A attached to Ord. No. 2020-12-___.
 - (2) The impact fees to be paid and collected for a final plat replat recorded after September 1, 2003, are listed by the applicable platting date range and roadway service area in schedule 1, table B attached to Ord. No. 2020-12-___.

The city reserves the right to enter into an agreement with a developer for a different time and manner of payment of impact fees in which case the agreement shall determine the time and manner of payment.
- (b) The city shall compute the impact fees to be paid and collected for the new development in the following manner:
 - (1) Determine the number of development units for each land use category in the new development using the applicable platting date range in schedule 1 then in effect pursuant to section 130-109.
 - (2) Multiply the number of development units for each land use category in the new development by the number of vehicle miles (per development unit) for each such land use category also found in the applicable platting date range in schedule 1 then in effect pursuant to section 130-109 to determine the number of service units attributable to the new development.
 - (3) If an offset agreement providing for offsets and credits against impact fees exists, the number of service units attributable to the new development shall be reduced by subtracting available

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service unit equivalents as provided in section 130-111. If adequate service unit equivalents for offsets and credits are available in an amount equal to or greater than the number of service units generated (required) by this new development, no fee is paid, but the pool of available service unit equivalents shall be reduced accordingly.

- (4) The amount of impact fees to be collected shall be determined by multiplying the number of service units for the new development by the impact fee per service unit for the applicable roadway service area using the applicable platting date range in schedule 1 and shall be calculated at the time of application for and in conjunction with the issuance of a building permit.
- (e) If the building permit for which an impact fee has been paid has expired, and a new application is thereafter filed, the impact fees shall be computed using the LUVMET and the applicable platting date range in schedule 1 then in effect with credits for previous payment of fees being applied against any new fees due.
- (f) Whenever the property owner proposes to increase the number of service units for a development, the additional impact fees collected for such new service units shall be determined by using the LUVMET and the applicable platting date range in schedule 1 then in effect, and such additional fees shall be collected at the times prescribed by this section.

Sec. 130-111. - Offsets and credits against impact fees.

- (a) The city shall offset the reasonable value of any system facility which has been dedicated to and has been accepted by the city on or after May 18, 1982, or offset the amount of any monetary contributions to such facility, against the amount of the roadway impact fees due, in accordance with the rules set forth in this section. The value of an offset may be stated in dollars or service units.
- (b) This subsection applies only to an offset associated with a capital improvement on the roadway improvement plan contributed to the city after the effective date of Ordinance No. 97-10-54 (October 7, 1997). Offsets associated with a system facility contributed to the city prior to the effective date of Ordinance No. 97-10-54 (October 7, 1997) are addressed in subsection (c).
 - (1) For purposes of this subsection (b), an offset associated with a capital improvement on the roadway improvement plan contributed to the city after the effective date of Ordinance No. 97-10-54 (October 7, 1997) is created at the time that the city accepts the system facility for dedication or as may be otherwise stipulated in a binding facilities agreement for the facility pursuant to the city's subdivision regulations.
 - (2) At the time the offset is created, if no offset agreement exists, the developer shall apply for an offset agreement, and the agreement thereafter shall be enforced in accordance with the following terms, providing:
 - a. Identification of the plat with which the offset is to be associated;
 - b. The amount of the capacity created by the system facility, expressed in service unit equivalents;
 - c. A provision stating that the offset may be used to reduce impact fees imposed on new developments contained within the land subject to the associated plat after the effective date of the agreement; and
 - d. A provision that the amount of the offset shall be determined by estimating the number of service unit equivalents of capacity supplied by the system facility, reduced by:
 1. The number of service units developed within the plat since the contribution of the system facility, using the LUVMET;
 2. The amount of the city's participation in the excess costs of the system facility (expressed in service unit equivalents); and
 3. The amount of any payments received from other new developments utilizing the system facility (expressed in service unit equivalents); and
 - e. A provision for reimbursement of any unused offsets consistent with subsection (b)(4) of this section 130-111.
 - f. A provision stating that the city may elect to buy back outstanding offsets in accordance with subsection 130-111(f).
 - g. A provision stating that in those instances where the city determines the unique characteristics of a roadway segment (such as drainage, topography, easements required, absence of roadway segments remaining in service area) and the projected cost to construct a section of roadway is not roughly proportionate to the dollar value of the vehicle mile credits which may be awarded for that roadway section, the city may consider, upon request of the developer, awarding impact fee credits based upon the developer's verified, actual costs of said roadway section.

The developer may assign the offset agreement with the city's consent, but in no event shall the offsets provided for in the agreement be transferred to any development not subject to the plat associated with such offsets or to a lot or parcel or tract of land situated in a different roadway area.

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- (3) The developer may petition the city council for offsets for contribution of a capital improvement, including road right-of-way, which is not identified in the roadway improvements plan, if the improvement will supply capacity to new developments other than to the development seeking the offset, at the time the facility is accepted by the city or a binding facilities agreement for the facility is executed pursuant to the city's subdivision regulations. In no event, however, may offsets attributable to such facility be used to reduce impact fees until the roadway improvements plan has been amended to include the capital improvement for which the offset was granted. If the petition is granted, the terms shall be incorporated into an offset agreement as provided in subsection (b)(2) hereof. The agreement shall also provide that the amount of the offset shall not exceed the capacity of the capital improvement that is included in the roadway improvements plan.
- (4) As provided in the offset agreement required by subsection (b)(2), hereof, the developer may apply for reimbursement of excess offsets following either completion of all development subject to the plat with which the offsets are associated or after the expiration of ten years following execution of the offset agreement. The following rules apply to such reimbursement, and shall be incorporated into the offset agreement.
 - a. The developer must apply for reimbursement within six months following either:
 1. Completion of all development subject to the plat with which the offsets are associated; or
 2. The expiration of ten years after the date of execution of the offset agreement.
 - b. The following terms shall be incorporated into the reimbursement agreement and the agreement shall be enforced in accordance with such terms:
 1. A provision stating that the amount to be reimbursed shall be equal to the number of unused offsets (expressed as a number of service units) multiplied by a fraction equal to the impact fee per service unit to be collected, as set forth in schedule 1 in effect on the date of execution of the offset agreement, divided by the maximum assessable impact fee per service unit, as set forth in schedule 1 in effect on the date of execution of the offset agreement;
 2. A provision stating that the amount to be reimbursed may be further equitably reduced, if fewer than 50 percent of the number of service units in the plat with which the system facility giving rise to the offset have been developed on the date of application for reimbursement;
 3. A provision stating that repayment shall be made within five years from the date of execution of the reimbursement agreement, from roadway impact fees collected within the same roadway service area in which the property in question is located, subject to the availability of such funds;
 4. A provision that termination or reduction of the city's authority under state law to impose impact fees for roadway facilities shall terminate or correspondingly reduce any obligation of the city to make payments under the offset agreement; and
 5. A provision stating that, in converting the offsets from service unit equivalents to a dollar value, the number of service unit equivalents shall be multiplied by the value of a service unit expressed in dollars using schedule 1 in effect at the time the offset agreement was executed.
 - c. Execution of a reimbursement agreement shall automatically terminate any offsets associated with a plat pursuant to an offset agreement. Thereafter, new development within the area subject to the plat shall pay roadway impact fees in accordance with schedule 1 then in effect.
- (c) This subsection applies only to offsets associated with a system facility contributed to the city after May 18, 1982, but prior to the effective date of Ordinance No. 97-10-54 (October 7, 1997) for which no development agreement exists providing for dedication or construction of system facilities and for offsets against impact fees in proportion thereto. Any person who dedicated a system facility to the city or financed such system facility prior to the effective date of Ordinance No. 97-10-54 (October 7, 1997), or any person who is subject to an impact fee for a new development in a plat associated with the system facility, may create offsets for such system facility by entering into an offset agreement within two years of the effective date of Ordinance No. 2000-03-20 (March 7, 2000). The agreement shall be enforced in accordance with the following terms, providing:
 - (1) Identification of the plat with which the offset is to be associated;
 - (2) The amount of the capacity created by the capital improvement, expressed in service units equivalents;
 - (3) A provision stating that the offset may be used to reduce impact fees imposed on new developments contained within the land subject to the associated plat after the effective date of the agreement;
 - (4) A provision stating that the amount of the offset shall be determined by estimating the number of service units of capacity supplied by the system facility, reduced by:
 - a. The number of service units developed within the plat since the contribution of the system facility, using the LUVMET;

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- b. The amount of the city's participation in the excess costs of the system facility (expressed in service unit equivalents); and
 - c. The amount of any payments received from other new developments utilizing the system facility (expressed in service unit equivalents);
- (5) A provision stating that offsets created pursuant to the offset agreement shall expire at the time that development subject to the associated plat is completed; and
 - (6) A provision stating that once the offset has expired, no reimbursement for unused offsets shall be due.
 - (7) A provision stating that, in converting offsets from service unit equivalents to a dollar value, the number of service unit equivalents shall be multiplied by the value of a service unit expressed in dollars using schedule 1 in effect at the time the offset agreement was executed.
 - (8) A provision stating that the city may elect to buy back outstanding offsets in accordance with subsection 130-111(f).

The developer may assign the offset agreement with the city's consent, but in no event shall the offsets provided for in the agreement be transferred to any development not subject to the plat associated with such offsets.

- (d) All offsets against roadway impact fees shall be subject to the following limitations and shall be granted based on this article and additional standards promulgated by the city council, which may be adopted as city council-approved administrative guidelines.
 - (1) No offset shall be given for the dedication of land or easements for or the construction of site-related facilities.
 - (2) No offset shall exceed the documented and city-approved costs to the developer of the system facility which was dedicated to and accepted by the city, or the amount of the monetary contribution actually made.
 - (3) The costs or service unit equivalents used to calculate the offsets shall not exceed those assumed for the specific capital improvement included in the capital improvements plan for roadway impact fees or the actual cost of that improvement, whichever amount is less.
- (e) Offsets shall be associated with the approved preliminary plat for the new development and shall apply to the development of all land subject to such plat. For new developments that are to be developed in phases, offsets may be created sequentially and may be applied to any undeveloped portions of the plat with which the offset is associated. The offset shall be expressed in service unit equivalents. The available offset associated with the plat shall be applied against an impact fee in the following manner:
 - (1) For single-family residential lots which have received final plat approval, the offset or credit shall be applied to reduce the impact fee equally for all such lots within the final plat at the time of final plat recordation.
 - (2) For all other types of new developments, the offset shall be applied to reduce the impact fee at the time of issuance of the first building permit, and thereafter to all subsequently issued building permits for each new development within the associated plat, until the offset has been exhausted, unless stipulated otherwise in a binding facilities agreement or a binding impact fee credit agreement.
- (f) Notwithstanding any other provisions of this section relating to offsets, the city in its sole discretion may choose to acquire all or a portion of any outstanding offsets associated with a new development by giving the property owner 60 days written notice of such intent and by tendering the dollar value of such offsets using schedule 1 in effect at the time the applicable offset agreement was executed.
- (g) Notwithstanding any other provision of this article to the contrary, for new developments subject to a development agreement predating the effective date of Ordinance No. 97-10-54 (October 7, 1997), which agreement provides for dedication or construction of system facilities and for offsets against roadway impact fees in proportion thereto, offsets shall apply to the amount of impact fees to be collected for each service unit pursuant to schedule 1 then in effect in accordance with the terms of such development agreement.

Sec. 130-112. - Use of proceeds of roadway impact fees.

- (a) The impact fees collected within each roadway benefit area may be used to finance, pay for or to recoup the costs of any roadway facility identified in the roadway improvements plan for the roadway benefit area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees), and amounts designated in any reimbursement agreements executed pursuant to section 130-111.
- (b) Impact fees may be used to pay for the contract services of an independent qualified engineer or financial consultant preparing or updating the roadway improvements plan who is not an employee of the political subdivision.
- (c) Impact fees also may be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the city to finance such capital improvement.

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Sec. 130-113. - Appeals.

- (a) The property owner or applicant for a new development may appeal the following administrative decisions to the city council:
 - (1) The applicability of an impact fee to the new development;
 - (2) The amount of the impact fee due;
 - (3) The availability of, the amount of, or the expiration of an offset or a credit;
 - (4) The application of an offset against an impact fee due;
 - (5) The amount of the impact fee in proportion to the benefit received by the new development; or
 - (6) The amount of a refund due, if any.
- (b) The appellant shall state the basis for the appeal in writing with particularity. The burden of proof shall be on the appellant to demonstrate that the amount of the fee or the amount of the offset was not calculated according to the rules set forth in this ordinance or by administrative guideline adopted by the city council. The appellant shall submit any traffic study or other documents upon which he relies to the city with the request for appeal.
- (c) The appellant must file a notice of appeal with the city secretary within 30 days following the decision. If the notice of appeal is accompanied by a bond or other sufficient surety with offices for local presentment in a form satisfactory to the city attorney in an amount equal to the original determination of the impact fee due, the development application may be processed while the appeal is pending.
- (d) The appellant shall promptly pay to the city the full amount of the impact fee determined to be due by the city council regarding such appeal. Failure to promptly pay such impact fee within five business days after the city council's determination on the appeal shall serve as authority for the city to present the bond or other surety to the bonding company or financial institution for performance with no other or further notice or contact with the appellant.
- (e) Any appellant whose appeal has not been decided under Ordinance No. 97-10-54 on the effective date of this article may elect either to:
 - (1) Have the appeal decided under such ordinance; or
 - (2) Waive the appeal and pay impact fees under schedule 1 under rules established in this ordinance.

Sec. 130-114. - Refunds.

- (a) Any impact fee or portion thereof collected pursuant to this article which has not been expended within the applicable roadway service area for an authorized purpose within ten years from the date of payment shall be refunded, upon application, to the record owner of the property at the time the refund is paid or, if the impact fee, was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in § 302.002 of the Texas Finance Code or its successor statute. The application for refund pursuant to this section shall be submitted in writing within 60 days after the expiration of the ten-year period for expenditure of the fee. An impact fee shall be considered expended on a first-in, first-out basis.
- (b) An impact fee collected pursuant to this article shall be considered expended if the total expenditures for capital improvements authorized in section 130-112 within the roadway service area within ten years following the date of payment exceed the total fees collected for such improvements during that time period.
- (c) If a refund is due pursuant to subsections (a) or (b), the city shall prorate the refund by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units assumed within the roadway service area for the period to determine the refund due per service unit. The refund to the record owner shall be calculated by multiplying the refund due per service unit by the number of service units for the new development for which the fee was paid, and interest due shall be calculated upon that amount.
- (d) If the building permit for a new development for which an impact fee has been paid has expired and a modified or new application has not been filed within six (6) months of such expiration, the city shall, upon written application, refund the amount of the impact fee to the applicant. The city may establish guidelines for refunding of impact fees collected for which construction plans have been abandoned.
- (e) The city shall refund an impact fee to any person who has paid such fee after the effective date of Ordinance No. 97-10-54 but before the effective date of Ordinance No. 2000-03-20 (March 7, 2000), together with interest accruing from the date of collection of the fee, under the following circumstances:
 - (1) A written request for refund is filed within two years from the effective date of Ordinance No. 2000-03-20 (March 7, 2000);

Exhibit A

- (2) The new development for which the fee was charged is contained within a plat associated with a system facility contributed to the City after May 18, 1982 but before the effective date of Ordinance No. 97-10-54 (October 7, 1997); and
- (3) An offset agreement for such facility has been executed pursuant to Section 130-111.

This subsection does not apply to any new development in an area subject to a development agreement predating the effective date of Ordinance No. 97-10-54 (October 7, 1997), which agreement provides for dedication or construction of system facilities and for offsets against impact fees in proportion thereto.

Sec. 130-115. - Relief procedures.

- (a) Any person who has paid an impact fee or an owner of land upon which an impact fee has been paid may petition the city council to determine whether any duty required by this article has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within 60 days of the request. If the city council determines that the duty is required, pursuant to the ordinance and is late in being performed, it shall cause the duty to commence within 60 days of the date of the request and to continue until completion.
- (b) The city council may grant a variance or waiver from any requirement of this article, upon written request by a developer or owner of property subject to the ordinance, following a public hearing, and only upon finding that a strict application of such requirement would when regarded as a whole result in confiscation of the property.
- (c) If the city council grants a variance or waiver to the amount of the impact fee due for a new development under this section, it may cause to be appropriated from other city funds the amount of the reduction in the impact fee to the account, for the roadway benefit area, in which the property is located.

Sec. 130-116. - Functions of advisory committee.

- (a) The advisory committee shall perform the following functions:
 - (1) Advise and assist the city in adopting land use assumptions;
 - (2) Review the capital improvements plan for roadway impact fees and file written comments thereon;
 - (3) Monitor and evaluate implementation of the capital improvements plan for roadway impact fees;
 - (4) Advise the city of the need to update or revise the land use assumptions, capital improvements plan for roadway impact fees and impact fees; and
 - (5) File a semiannual report evaluating the progress of the city in achieving the capital improvements plan for roadway impact fees and identifying any problems in implementing the plans or administering the impact fees.
- (b) The city council shall adopt, by resolution, procedural rules by which the advisory committee may carry out its duties.
- (c) The city shall make available to the advisory committee any professional reports prepared in the development or implementation of the capital improvements plan for roadway impact fees.

Sec. 130-117. - Agreement for capital improvements.

- (a) An owner of a new development may construct or finance a capital improvement or facility expansion designated in the capital improvements plan for roadway impact fees, if required or authorized by the city, by entering into a facilities agreement with the city prior to the issuance of any building permit for the development. The agreement shall be on a form approved by the city, and shall identify the estimated cost of the improvement or expansion, the schedule for initiation and completion of the improvement or expansion, a requirement that the improvement be designed and completed to city standards and such other terms and conditions as deemed necessary by the city. The facility agreement shall provide for the method to be used to determine the amount of the offset to be given against impact fees due for the development.
- (b) In the event that the cost of any improvements constructed under section 130-116 exceeds the impact fee to be collected for the new development, the city shall within ten years reimburse the owner for the dedication, construction or financing of a capital improvement or facility expansion designated in the capital improvements plan for roadway impact fees. The terms of reimbursement shall be incorporated in the agreement required by subsection (a). Such reimbursement agreements shall take into account the proximity of the new development to existing infrastructure and may require a repayment schedule which is based upon adjacent developments utilizing the improvements constructed. Reimbursement agreements shall further be based on and made subject to the availability of city funds from all sources including current and projected impact fee fund accounts.

Exhibit A

Sec. 130-118. - Use of other financing mechanisms.

- (a) The city may finance capital improvements or facilities expansions designated in the capital improvements plan for roadway impact fees through the issuance of bonds, through the formation of public improvement districts or other assessment districts, or through any other authorized mechanism, in such manner and subject to such limitations as may be provided by law, in addition to the use of impact fees.
- (b) Except as herein otherwise provided, the assessment and collection of an impact fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge or assessment which is lawfully imposed on and due against the property.
- (c) The city may pay all or part of impact fees due for a new development taking into account available offsets pursuant to duly adopted criteria.

Sec. 130-119. - Impact fee as additional and supplemental regulation.

Impact fees established by this chapter are additional and supplemental to, and not in substitution of, any other requirements imposed by the city on the development of land or the issuance of building permits or certificates of occupancy. Such fee is intended to be consistent with and to further the policies of city's comprehensive plan; the capital improvements plan for utility impact fees; the zoning ordinance, subdivision ordinance and/or the Unified Development Code; and other City regulations and other city policies, ordinances and resolutions by which the city seeks to ensure the provision of adequate public facilities in conjunction with the development of land.

Secs. 130-117—130-143. - Reserved.

Exhibit A

DIVISION 2. - ROADWAY FACILITIES FEES

Sec. 130-144. - Roadway service areas.

- (a) There are hereby established 13 roadway service areas, identified as Service Areas A through M as depicted in Exhibit 3.
- (b) The boundaries of the roadway service areas may be amended from time to time or new roadway service areas may be delineated.

Sec. 130-145. - Roadway improvements plan.

- (a) The roadway impact fee RIP (roadway improvements plan), depicted as exhibit 2 on unmarked page 26 of the 2019 roadway impact fee update, dated October 2020, together with tables 2(A) through 2(M) on pages 18 through 25 of the 2019 roadway impact fee update, attached to Ord. No. 2020-12-____ and incorporated by reference herein as a part of exhibit 2 are hereby adopted as the roadway improvements plan for the city.
- (b) The roadway improvement plan may be amended from time to time.

Sec. 130-146. - Roadway impact fees.

- (a) The maximum impact fees per service unit for roadway facilities (post-credit) set out in schedule 1, tables A and B, attached to Ord. No. 2020-12-____ are hereby adopted and incorporated into this section by reference for all purposes allowed by law. The maximum impact fee per service unit (post-credit) for each roadway service area shall be as set forth in:
 - (1) Schedule 1, table A, if the date of final plat recording is prior to September 1, 2003 and replatting is not necessary;
 - (2) Schedule 1, table B, if the date of final plat recording is between the following date ranges set out in the "platting date ranges" and replatting is not necessary:
 - i. September 1, 2003 through and including November 9, 2008;
 - ii. November 10, 2008 through and including November 19, 2013; or
 - iii. November 20, 2013 through and including November 30, 2020; or
 - (3) Schedule 1, table B, if the platting date range of final plat recording or replatting is December 1, 2020 or later.
- (b) The impact fees per service unit for roadway facilities may be amended from time to time.

Secs. 130-147—130-175. - Reserved.

RESOLUTION NO. 2019-09-114 (R)

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY,
TEXAS, APPROVING THE LAND USE ASSUMPTIONS FOR THE 2018-
2019 IMPACT FEE UPDATE**

WHEREAS, per Chapter 395 of the Texas Local Government Code, a city imposing an impact fee shall update the Land Use Assumptions and capital improvements plan at least every five years; and

WHEREAS, the Land Use Assumptions were presented to the Capital Improvements Advisory Committee, on August 27, 2019 and the meeting minutes were forwarded to the City Council on September 17, 2019; and

WHEREAS, per Chapter 395 of the Texas Local Government Code, the City of McKinney, Texas has held a public hearing to consider updated Land Use Assumptions for the 2018-2019 Impact Fee Update; and

WHEREAS, per Chapter 395 of the Texas Local Government Code, the City of McKinney, Texas is required to adopt an ordinance, order, or resolution approving the Land Use Assumptions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:

Section 1. The City Council of the City of McKinney, Texas approves the Land Use Assumptions for the 2018-2019 Impact Fee Update.

Section 2. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS ON THE 17th DAY OF SEPTEMBER, 2019.

CITY OF MCKINNEY, TEXAS


GEORGE C. FULLER
Mayor

CORRECTLY ENROLLED:


EMPRESS DRANE, City Secretary
LISA SEWELL, Deputy City Secretary

DATE: 09-17-2019

APPROVED AS TO FORM:



MARK S. HOUSER
City Attorney

Exhibit 1



LAND USE ASSUMPTIONS 2018-2019

Exhibit 1



Exhibit 1

CONTENTS



01 / Purpose and Overview

05 / Ultimate Projections

02 / Study Process

06 / 10-Year Growth Assumptions

03 / Service Area Maps

07 / Appendix

04 / Baseline Data



PURPOSE AND OVERVIEW

To accurately determine the costs associated with providing infrastructure services to new and existing development, a study must be conducted to determine the type, amount, and location of existing development and expected growth. This study is called the Land Use Assumptions (LUA), and is the first step in the impact fee update process. Impact fees are levied against new development to pay for the off-site construction or expansion of infrastructure that is necessitated by the additional impact caused by the new development.

As defined by Chapter 395 of the Texas Local Government Code, impact fees are “a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development”, and that “a political subdivision imposing an impact fee shall update the land use assumptions and capital improvements plan at least every five years”.



STUDY PROCESS

This report documents the practical approach that was taken to determine Land Use Assumptions. The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted forecasting and planning principles. The following data and procedures were used in developing this report:

Study Data

- Existing land uses and non-residential square footages (source: Collin Central Appraisal District).
- Existing zoning map and development regulations (source: City of McKinney).
- ONE McKinney 2040 Comprehensive Plan - Future Land Use Plan (source: City of McKinney).
- Historical population information (source: City of McKinney, U.S. Census Bureau).
- Texas Population Projections 2010 to 2050 (source: Texas Demographic Center)
- Proposals for residential and non-residential developments that have been approved by the City but not yet constructed (source: City of McKinney).

Primary Steps

1. Update service area boundaries in accordance with State Law requirements.
2. Determine baseline conditions for 2019 population and non-residential square footage
3. Project the ultimate buildout population and non-residential square footage.
4. Project population and non-residential square footage growth for the next ten years.



SERVICE AREA MAPS

What is a Service Area?

As defined by Local Government Code Chapter 395, a “service area” may include all or part of the land within the political subdivision or its ETJ to be served by the capital improvements or facilities expansions specified in the Capital Improvements Plan, except roadway facilities and storm water, drainage, and flood control facilities.

For roadway facilities, a service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed 6 miles. Roadway service area boundaries generally follow existing and future major thoroughfares. Also, roadway service areas represent areas of similar traffic generation characteristics and help to maintain efficiencies in accounting and administration of roadway impact fees.

Exhibit “A” shows the 2019 Roadway Service Area Map. The 2019 Roadway Service Area Map includes the same 13 Service Areas that the City

of McKinney recognized during the 2012-2013 Impact Fee Update. Slight changes have been made to align service area boundaries with newly constructed roadways and the Master Thoroughfare Plan that was adopted in 2018 as part of the ONE McKinney 2040 Comprehensive Plan.

Exhibit “B” shows the 2019 Utility Service Area Map. Minor changes have been made to reflect changes in the ETJ boundary that have taken effect since the last impact fee update that was completed in 2012-2013.

For the purpose of further analysis and geographic specificity, sub-service areas were created to assist with the classification of existing population and non-residential square footages, and distribution of future projections. The sub-service areas are smaller boundary entities that nest within their larger service area counterparts.

“Roadway service areas represent areas of similar traffic generation characteristics”

Exhibit 1



EXHIBIT A: ROADWAY SERVICE AREAS

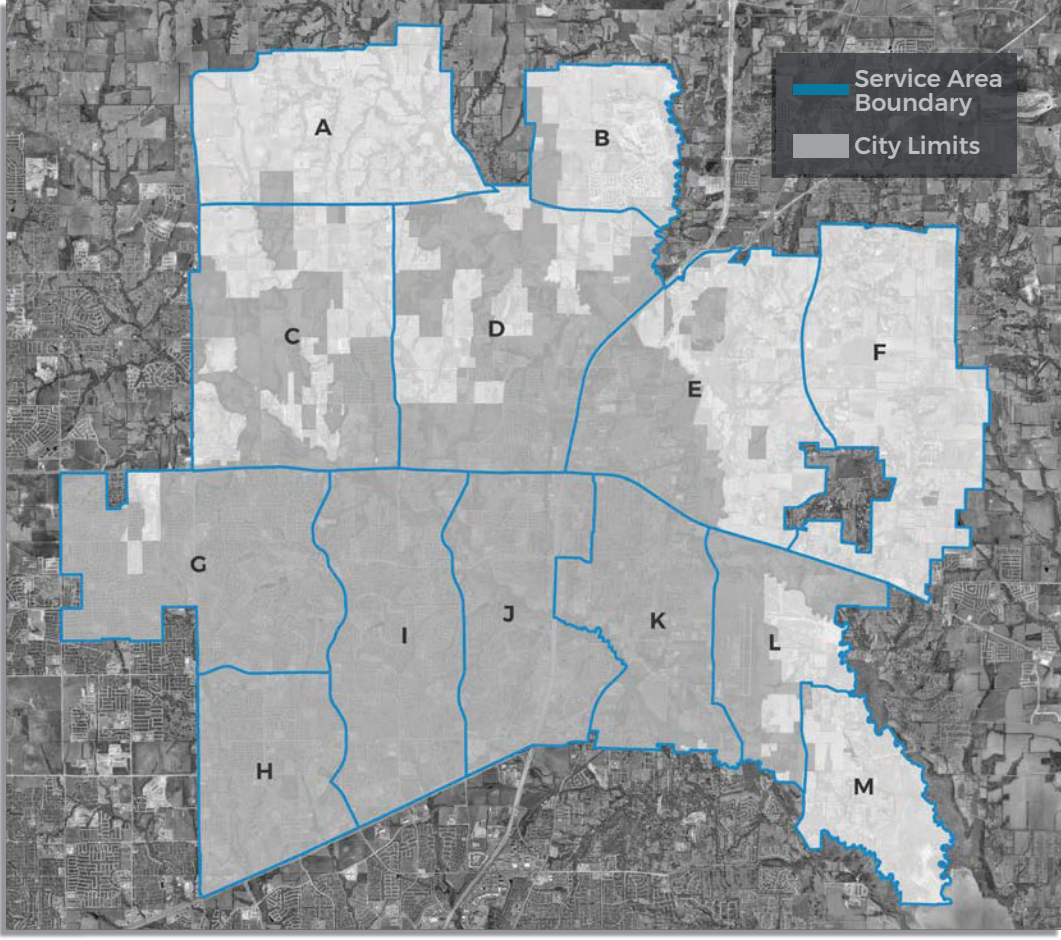
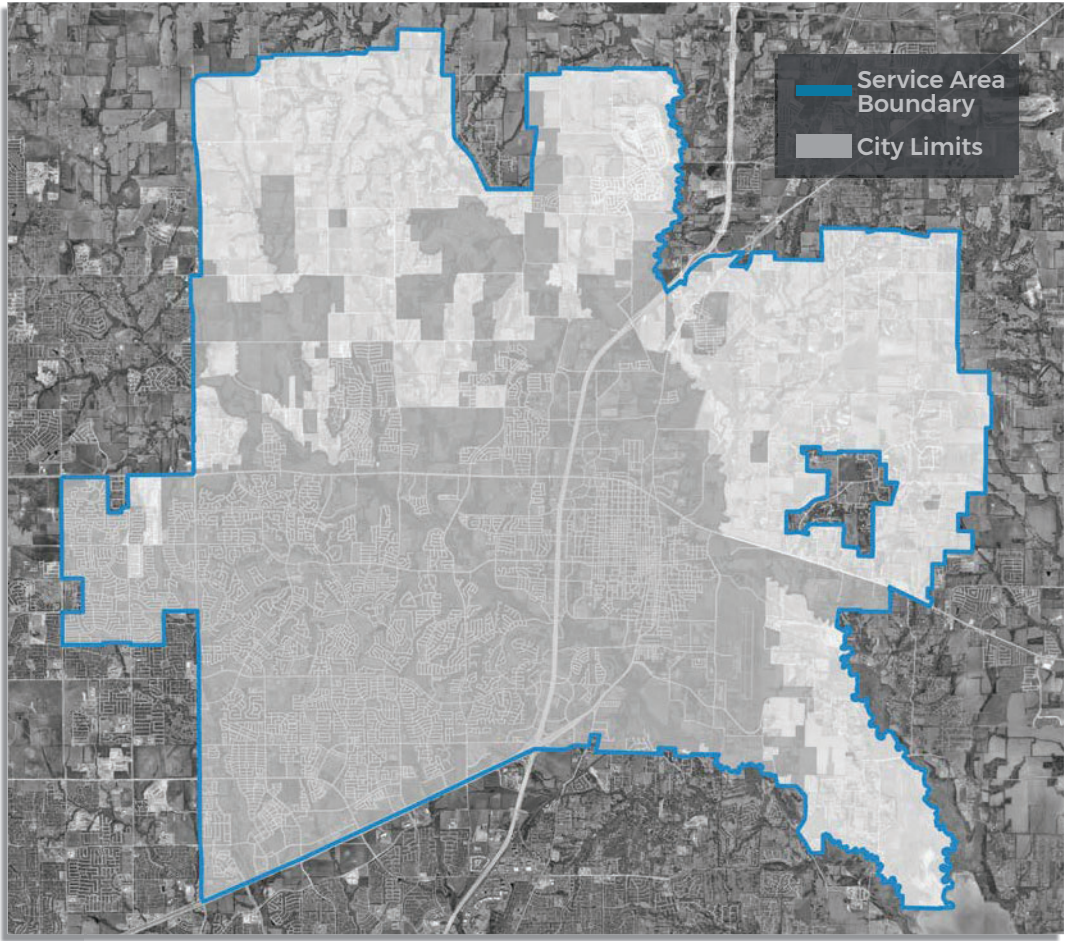


EXHIBIT B: UTILITY SERVICE AREA



BASELINE DATA



Population

The baseline population in McKinney (including ETJ) as of January 1, 2019 has been estimated at 193,012.

Table 1 shows the population history for McKinney and its ETJ from the 2010 U.S. Census through the estimate for January 1, 2019. Using the official 2010 U.S. Census population as starting point, City Planning Staff estimated a population figure each year based on an analysis of building permit data for the previous years as well as on commonly accepted assumptions for occupancy rates and household sizes.

Table 1 illustrates that McKinney has been experiencing continual residential growth over the last nine years. This general trend of population growth is expected to continue throughout the ten year forecast of this study.

McKinney's population estimate was spatially distributed among the thirteen roadway service areas. To do this, City building permit data was used in conjunction with data from the 2010 Census to determine the location of McKinney's population. This permit data was subsequently converted into population using a "persons per dwelling unit figure" for single-family and multi-family housing types that is annually updated. For single-family, the average household size used is 3.08*. For multi-family, the average household size used is 2.17*.

YEAR	POPULATION	% GROWTH
2010	135,038	-
2011	137,406	1.8%
2012	141,330	2.9%
2013	145,511	3.0%
2014	153,807	5.7%
2015	159,100	3.4%
2016	166,569	4.7%
2017	174,141	4.5%
2018	184,420	5.9%
2019	193,012	4.7%

TABLE 1: POPULATION HISTORY

“McKinney has been experiencing continual residential growth over the last nine years”

Exhibit 1

*Estimated Persons per Dwelling Unit based on information obtained from the North Central Texas Council of Governments.

Non-Residential Square Footages

It is also necessary to establish a baseline figure for the square footage of non-residential uses currently in McKinney. For roadway impact fees, building square footage is the most common independent variable for the estimation of non-residential vehicle trips generated in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Building square footage is closely tied to trip generation and is known at the time of assessment for an impact fee for a proposed development.

The building square footages were categorized into three commonly used land use classifications. Each classification has unique trip making characteristics.

Basic: Higher impact land uses that generate goods and services that are typically used and sold outside of McKinney, such as manufacturing, construction, transportation, warehousing, and other industrial uses.

Service: Land uses that provide personal and professional services, such as government facilities, schools, medical offices, and other professional offices.

Retail: Land uses where the retail sale of goods primarily serves households, and whose location choice is oriented towards a local market. Examples include restaurants, grocery, and clothing stores.

Baseline square footage of Basic, Service, and Retail uses are determined using data from Collin County Appraisal District (CAD). Collin CAD provides land use and square footage data for all existing non-residential uses within McKinney and its ETJ. Using this data, a summary table of all non-residential use categories within each service area was created. These figures act as the baseline conditions for non-residential square footages.

SERVICE AREA	RESIDENTIAL		NON-RESIDENTIAL SQUARE FEET		
	Population	Dwelling Units	Basic	Service	Retail
A	306	115	23,500	0	81,515
B	2,834	973	0	0	16,699
C	8,429	2,959	227,746	632,125	278,982
D	11,213	3,343	0	3,104,234	1,255,451
E	3,905	1,204	3,624,114	478,284	1,754,956
F	1,485	556	212,216	27,295	263,232
G	50,272	17,987	899,720	1,889,230	2,428,620
H	29,944	12,197	581,141	1,933,505	2,627,061
I	39,502	13,959	352,879	2,397,595	1,433,682
J	24,011	10,072	1,649,518	2,754,401	3,513,500
K	20,558	7,651	5,125,000	2,871,086	2,325,009
L	182	75	561,885	499,422	82,826
M	370	164	66,320	14,572	0
TOTAL	193,012	71,255	13,324,039	16,601,750	16,061,533

TABLE 2: BASELINE CONDITIONS

ULTIMATE BUILDOUT PROJECTIONS



Overview

An ultimate buildout projection is needed to determine the potential for additional growth that is available in the undeveloped areas of the city and ETJ. The ultimate buildout projection is broken into the same sub-categories as the baseline data (population, dwelling units, basic, service, and retail). The baseline data was used as the developed areas, and the undeveloped areas were broken into the two following categories:

Zoning Applications

Staff analyzed the zoning districts for all parcels within city limits that were considered undeveloped*. Base zoning districts were given an associated land use category (single-family, multi-family, basic, service, or retail). The Planned Development (PD) districts were reviewed and assigned one or more land use categories. In instances where multiple land uses existed in one zoning, the anticipated acreage of the different uses were applied. The land use acreages for each of these zonings were then multiplied by standard metrics from nearby existing conditions to determine the extent of additional growth that is possible. The standard metrics includes an average persons per acre for single-family and multi-family developments, as well as a typical floor-area-ratio (FAR) for non-residential uses. The districts from the ONE McKinney 2040 Comprehensive Plan's Preferred Scenario were utilized to derive a geographic and market specific approach in determining the existing condition metrics.

Future Land Use Plan Applications

Undeveloped areas located within the ETJ but outside the city limits are not subject to the City's zoning regulations. The Future Land Use Plan (FLUP) will be used to consider an appropriate land use at the time of development in the future. The ultimate buildout projection for the area within the ETJ but outside of the current city limits is calculated based on an analysis of the FLUP. Additionally, areas within city limits that are zoned "AG - Agricultural District" are anticipated to rezone and develop in the future and therefore will also adhere to FLUP designated land uses. The areas where the FLUP is applied were categorized by the Placetypes outlined in the ONE McKinney 2040 Comprehensive Plan. The Placetype acreages were multiplied using a calculator that determines anticipated population and square footages for non-residential uses. Since Placetypes are not land-use-specific, the calculator applies anticipated percentages to determine the associated acreage of a Placetype that will fall into one of the land use categories (residential, basic, service, retail).

Exhibit 1

SERVICE AREA	RESIDENTIAL		NON-RESIDENTIAL SQUARE FEET		
	Population	Dwelling Units	Basic	Service	Retail
A	46,188	17,743	9,419,802	12,772,114	4,609,915
B	25,032	8,233	51,707	245,645	369,503
C	57,987	19,538	227,746	2,158,784	4,397,073
D	66,423	23,628	917,483	8,690,336	8,077,829
E	32,533	11,449	11,542,472	3,242,892	6,352,282
F	13,811	4,668	998,038	908,095	1,841,789
G	52,046	18,687	1,157,424	2,184,560	4,653,668
H	39,582	16,242	641,152	7,115,049	4,131,473
I	46,593	16,581	808,120	3,663,775	4,102,982
J	28,292	11,771	2,180,080	6,881,683	5,658,617
K	24,126	9,048	7,823,668	4,434,426	2,966,485
L	300	114	9,239,373	3,235,736	420,080
M	957	362	4,152,840	1,076,720	229,602
TOTAL	433,869	158,064	49,159,907	56,609,815	47,811,298

TABLE 3: BUILDOUT CONDITIONS

$$\left[\text{Existing Population} \right] + \left[\text{Zoning Applications} \right] + \left[\text{FLUP Applications} \right] = \left[\text{Ultimate Buildout} \right]$$

“An ultimate buildout projection is needed to determine the potential for additional growth”

10-YEAR GROWTH ASSUMPTIONS

This study considers the years 2019-2029. Acknowledging that the parameters of the study (city limits, Master Thoroughfare Plan, Comprehensive Plan, zoning maps, existing development, etc.) are changing constantly, this study is based on conditions as they were on January 1, 2019.

Population Projections

The following methods were used in projecting the population of McKinney in 2029. An explanation of why these methods were chosen follows their description.

Gompertz Method

The Gompertz growth curve is an extrapolation method that generally fits the growth pattern of McKinney over the last few years. It assumes that, during the total growth period of a geographic area, the growth is slow in the beginning, then increases exponentially for a period of time, and then tapers off as the population approaches an upper growth limit. Using the ultimate population (433,869) from the ultimate buildout projections as the upper growth limit, a Gompertz curve has been plotted and used in part to project the population in 2029.

Ratio Method

Projections for larger geographic areas (i.e. counties or regions) are more reliable than projections for smaller areas (i.e. cities) since a larger population base is less likely to exhibit short term variations. For this reason, the ratio

method has also been utilized. This method operates under the assumptions that if a relationship between a city's population and its larger geographic area has a generally fixed ratio, the population of the city can be related and projected based on the population projection of the larger area. Eight variations of the ratio method were tested for their ability to project McKinney's population over the next ten years. From these methods, the two best performing were chosen, McKinney's share of Collin County's growth, and Collin County's population rate of change.

The Texas Demographic Center's Population Projections Program produces projections for the state, and all counties in the state by age, sex and race/ethnicity. These projections contain the anticipated population for Collin County for every year from 2010 to 2050. Using the ratio methods described above, and for the purposes of the Land Use Assumptions, McKinney's population was projected out to 2029.

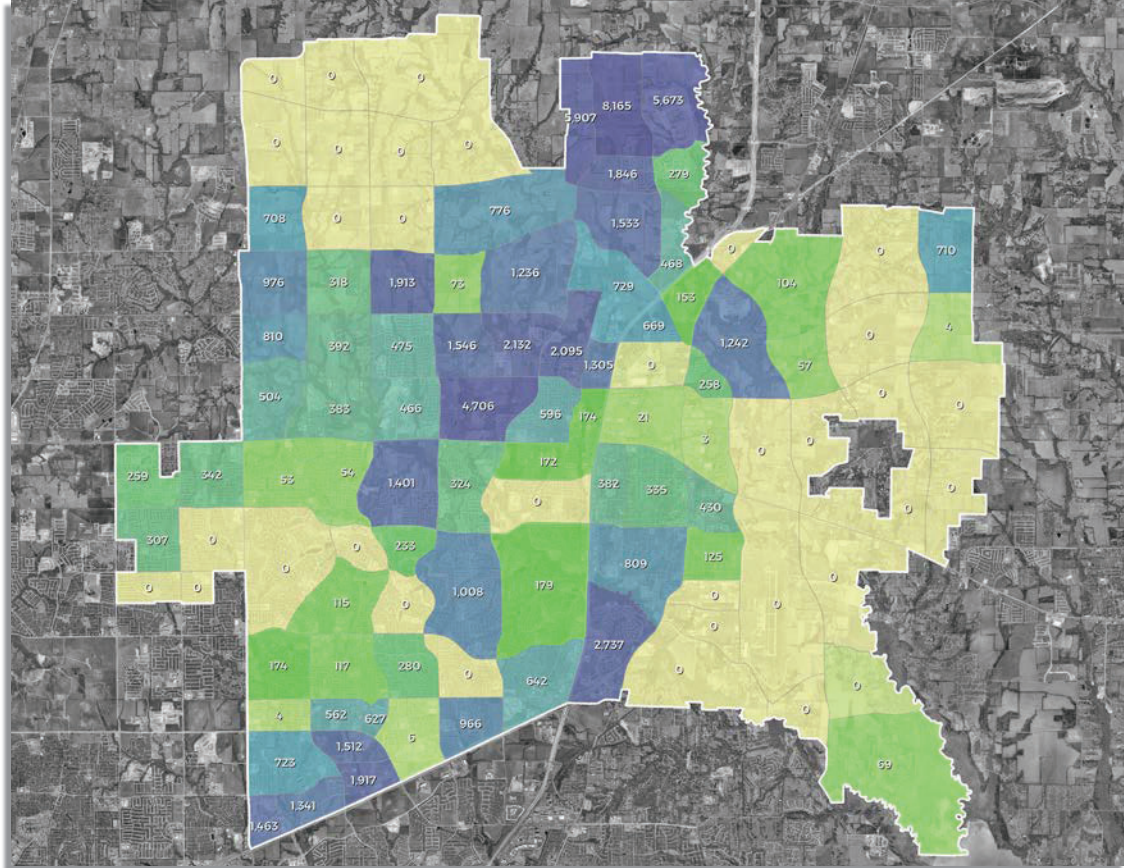


EXHIBIT C: PROJECTED POPULATION GROWTH

Similar to previous iterations of Land Use Assumptions, in projecting the population for McKinney it is assumed that using a combination of the Ratio and Gompertz method will perform best. The Ratio projection methods are a simplified extension of existing or predicted population trends. Gompertz is a logarithmic curve that recalculates new projections as new data points (updated yearly populations) are added. The combination of these methods help to provide a balanced approach for population projections.

In deriving the 2029 population, a weighted average was used between the three population projections (Collin County's Growth Share, Collin County's Population Rate of Change, and Gompertz) for the two methods. The average divides the weight of the projections by method, allotting 50% of the weight to the Ratio Method, and 50% to Gompertz. From this average, a population of 262,084 was calculated for McKinney in 2029; a growth of 69,073 from the 2019 population of 193,012.*

Once the population was projected for the ten year window, distribution was completed using the spatial data generated during the buildout potential calculation. The existing level of developed area in a sub-service area was calculated as well as the sub-service area's remaining growth potential. Then, using common Planning practices the sub-service area's buildout percent was structured to reflect conditions that area likely to exist in 2029. These incremental percentage increases generate additional population, and are influenced by the sub-service areas buildout potential and location.



Exhibit 1

10-YEAR GROWTH ASSUMPTIONS

Non-Residential Projections

To forecast the amount of growth in Basic, Service, and Retail land use categories over the ten year period of the study, a combination of methods were utilized. The previous ten years of non-residential square footages were analyzed on a service area basis to identify existing trends. The most consistent and noticeable trend were the land use categories relationship's with population. By analyzing the amount of Basic, Service, and Retail square feet per person for the last ten years, the following trends were identified:

Basic: It is assumed that as McKinney's population increases, the amount of Basic square footage per person will decrease. While total square feet of Basic has increased, the general trend for the past ten years showed a decrease in square feet per person. An average of the ten year median, and a ten year trend were used to determine a square foot per person growth over the next ten years. An additional 4,230,559 square feet of Basic is expected by 2029.

Service: It is assumed that as McKinney's population increases, the amount of Service square footage per person will remain the same. The general trend for the past five years showed a slight decrease in square feet per person. A five year median was used to determine a square

foot per person growth over the next ten years. An additional 6,160,065 square feet of Service is expected by 2029.

Retail: It is assumed that as McKinney's population increases, the amount of Retail square footage per person will slightly increase. The general trend for the past ten years showed a general increase in square feet per person. An average of the ten year median, and a ten year trend were used to determine a square foot per person growth over the next ten years. An additional 6,136,024 square feet of Retail is expected by 2029.

Once the square footages were projected for the ten year window, distribution was completed using the spatial data generated during the buildout determination process. The existing level of developed area in a sub-service area was calculated as well as the sub-service area's remaining non-residential growth potential. Then, using common Planning practices the sub-service area's buildout percent was structured to reflect conditions that area likely to exist in 2029. These changes in percent generate additional square footages for the three land uses, and are influenced by the sub-service areas buildout potential.



SERVICE AREA	RESIDENTIAL		NON-RESIDENTIAL SQUARE FEET		
	<i>Population</i>	<i>Dwelling Units</i>	<i>Basic</i>	<i>Service</i>	<i>Retail</i>
A	0	0	0	0	0
B	21,871	6,959	10,071	207,903	86,236
C	6,945	2,312	0	726,068	438,993
D	17,370	6,277	59,635	700,061	830,401
E	2,506	873	2,482,408	199,736	725,194
F	713	118	19,891	71,783	212,738
G	1,130	435	30,630	69,408	719,260
H	8,439	3,495	14,932	1,806,746	787,669
I	4,218	1,608	112,104	252,841	1,199,668
J	4,112	1,390	227,006	1,733,118	774,630
K	1,700	639	504,952	247,260	331,012
L	0	0	597,354	113,513	16,437
M	69	23	171,577	31,628	13,786
TOTAL	69,073	24,128	4,230,559	6,160,065	6,136,024

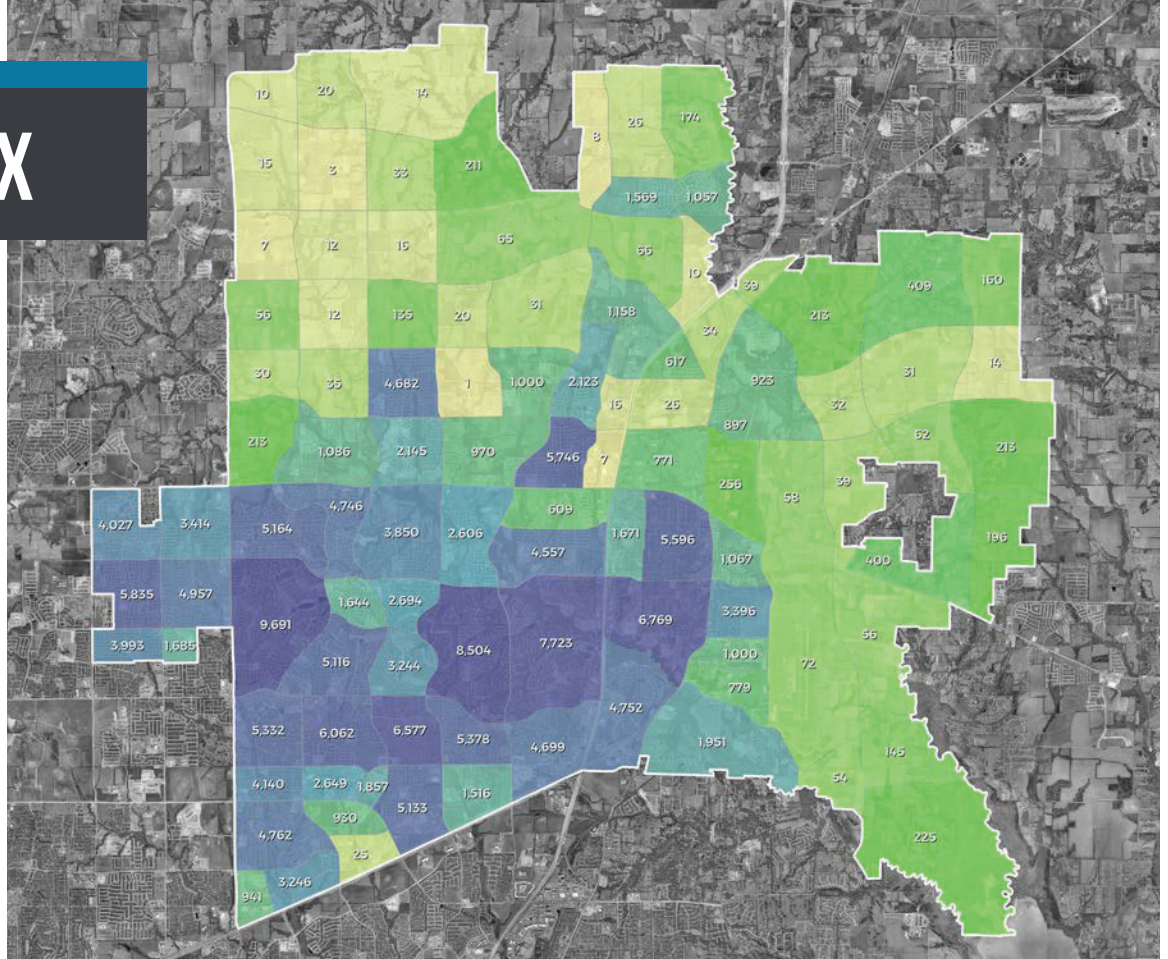
TABLE 4: PROJECTED GROWTH

SERVICE AREA	RESIDENTIAL		NON-RESIDENTIAL SQUARE FEET		
	<i>Population</i>	<i>Dwelling Units</i>	<i>Basic</i>	<i>Service</i>	<i>Retail</i>
A	306	115	23,500	0	81,515
B	24,705	7,932	10,071	207,903	102,935
C	15,374	5,271	227,746	1,358,193	717,975
D	28,583	9,620	59,635	3,804,295	2,085,852
E	6,411	2,077	6,106,522	678,020	2,480,149
F	2,198	674	232,107	99,078	475,970
G	51,402	18,422	930,350	1,958,638	3,147,880
H	38,383	15,692	596,073	3,740,251	3,414,730
I	43,720	15,567	464,983	2,650,436	2,633,350
J	28,123	11,462	1,876,524	4,487,519	4,288,131
K	22,258	8,290	5,629,951	3,118,347	2,656,021
L	182	75	1,159,239	612,935	99,263
M	439	187	237,897	46,200	13,786
TOTAL	262,084	95,383	17,554,598	22,761,815	22,197,558

TABLE 5: 2029 BASELINE CONDITIONS

APPENDIX

2019 POPULATION DISTRIBUTION



2029 POPULATION DISTRIBUTION

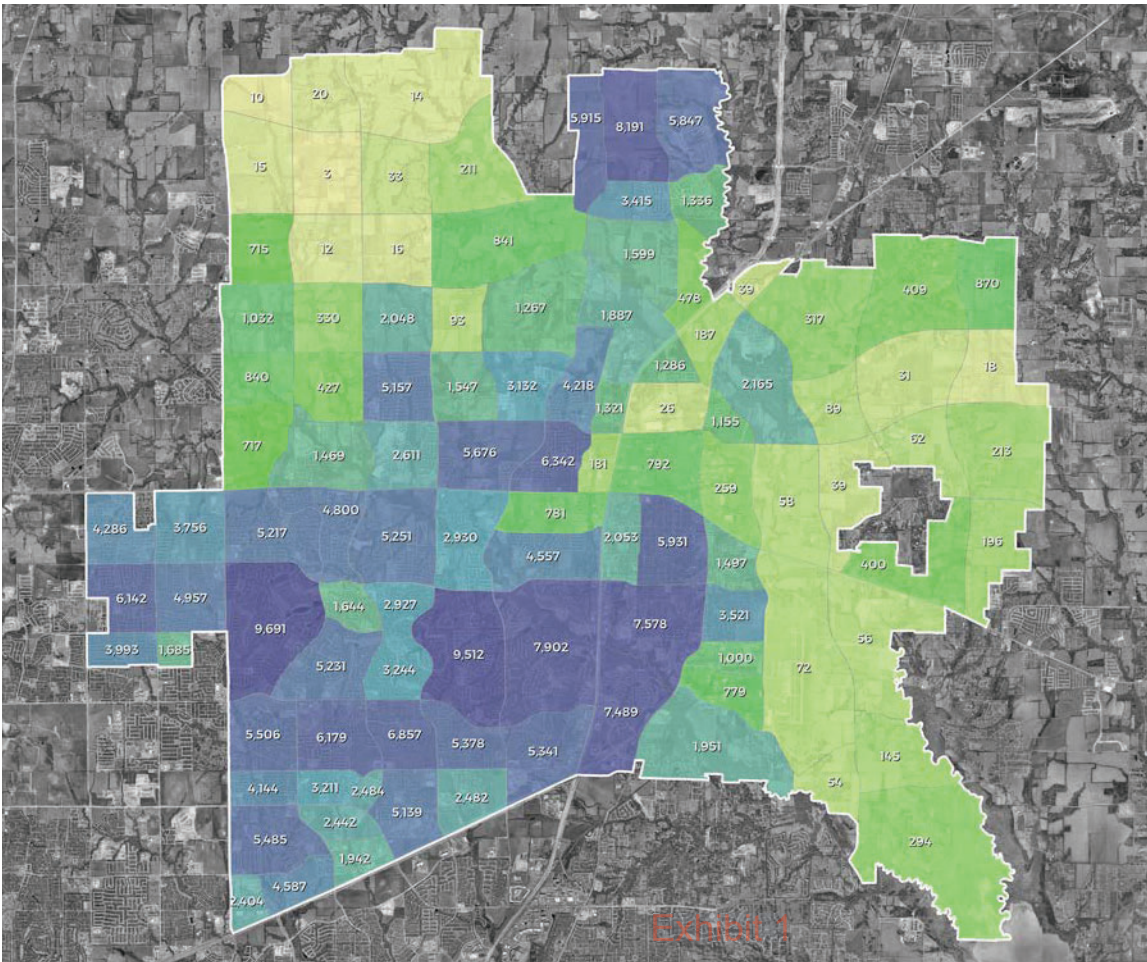
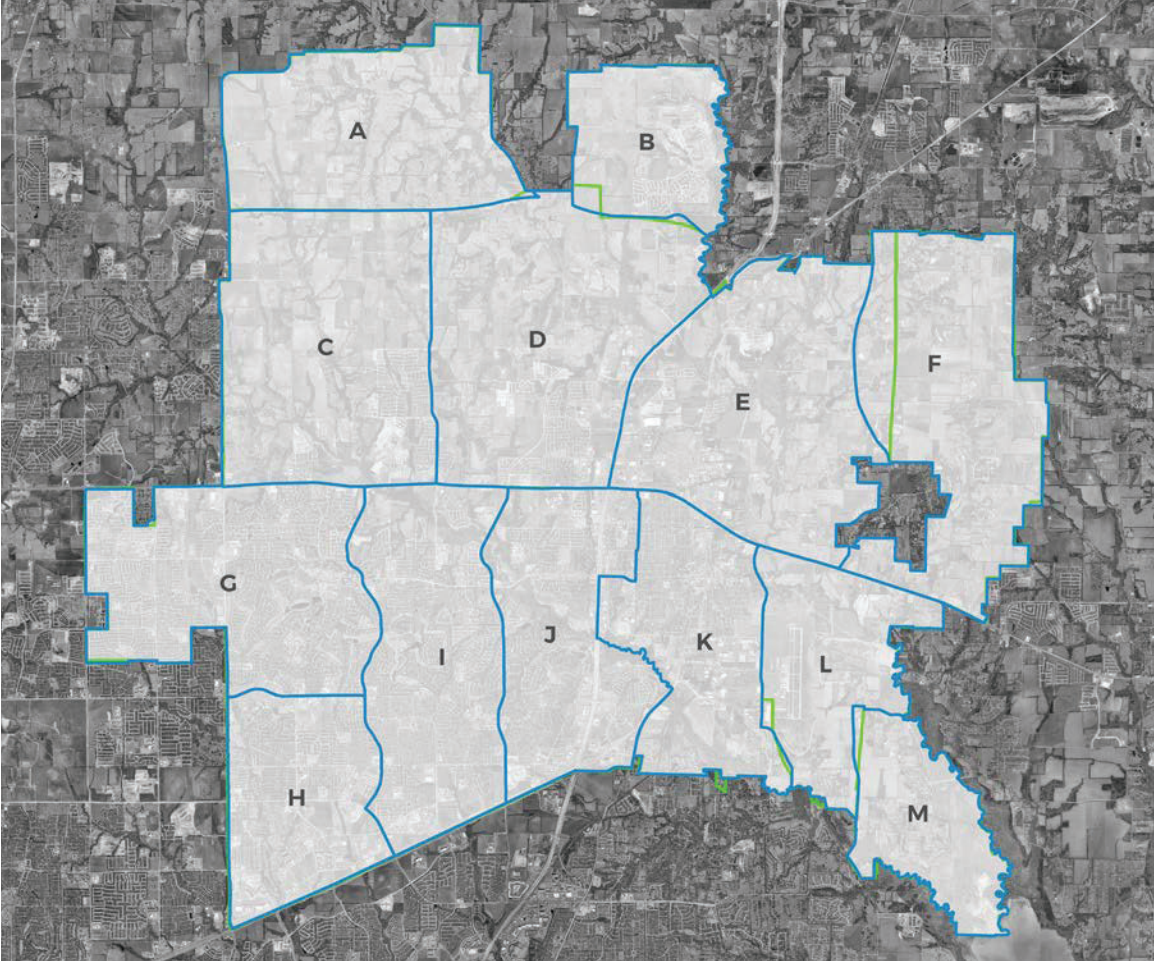


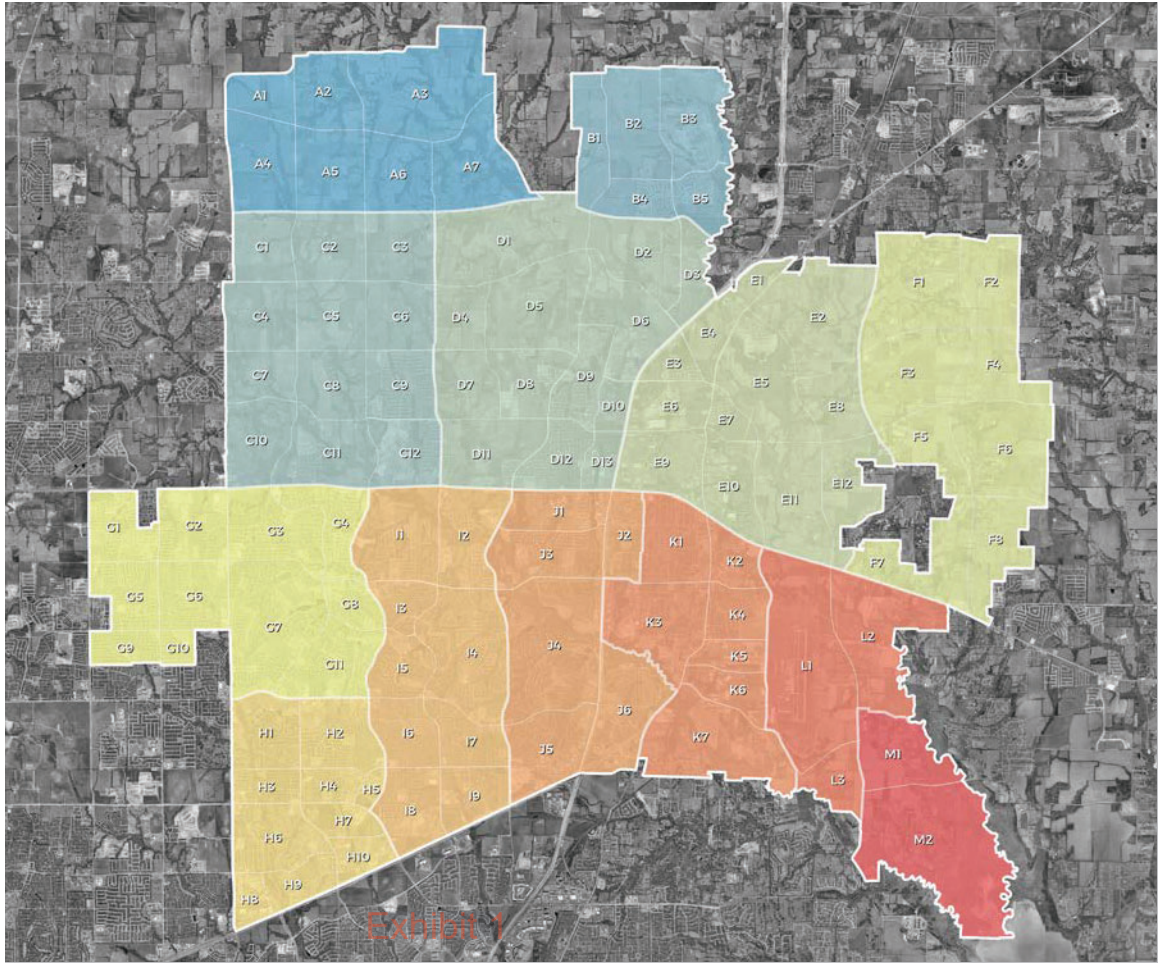
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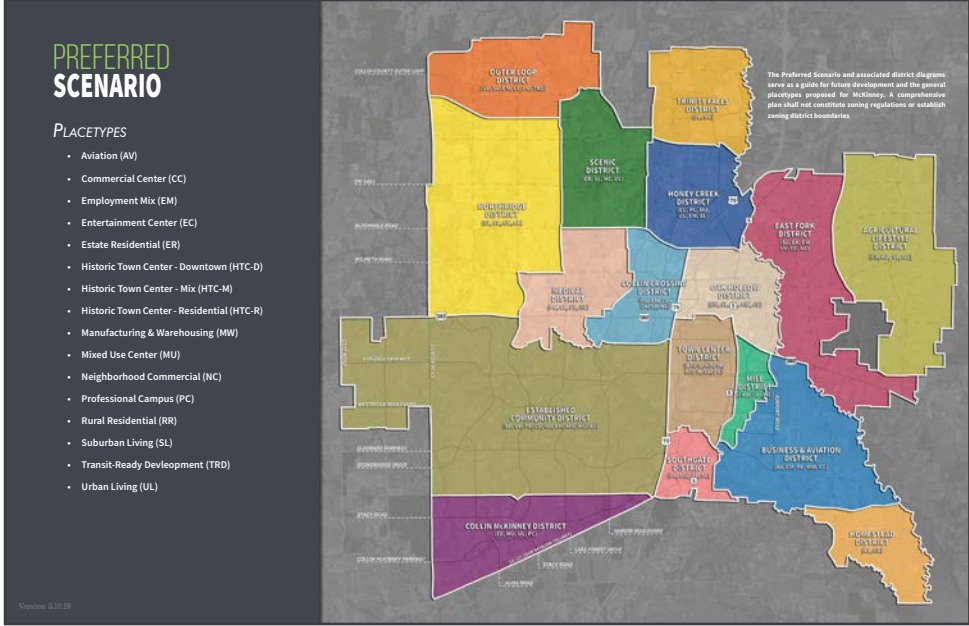


SERVICE AREA CHANGES

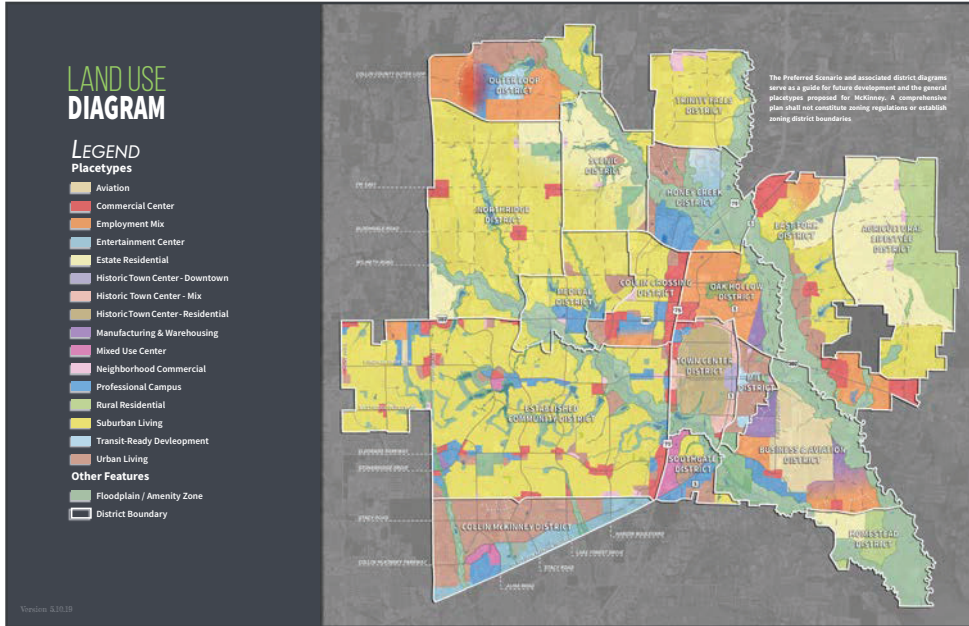


SUBSERVICE AREAS

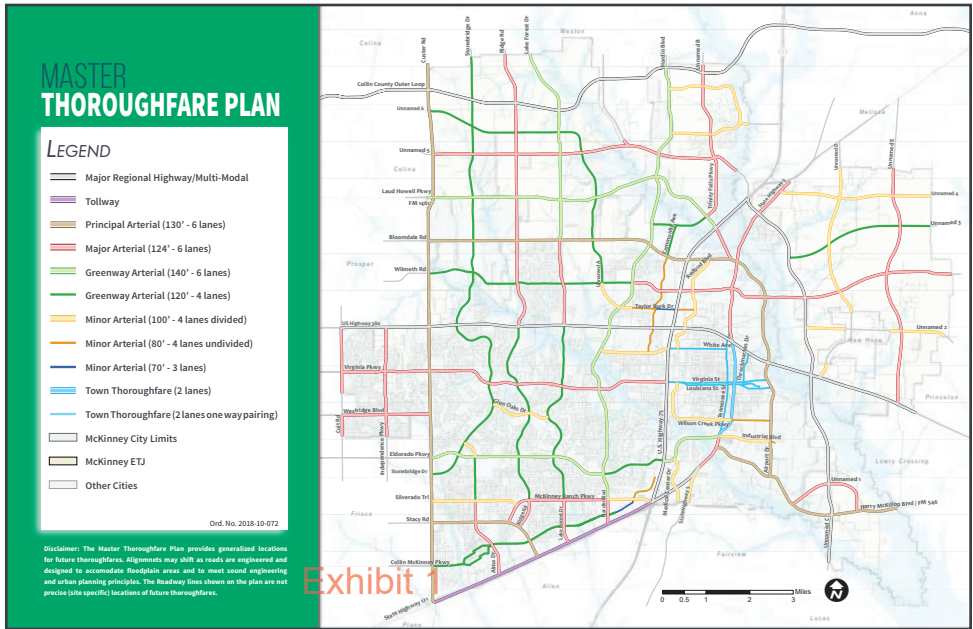




PREFERRED SCENARIO



FUTURE LAND USE DIAGRAM



2019 ROADWAY IMPACT FEE UPDATE



October
2020

Prepared for the City of McKinney

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EXECUTIVE SUMMARY

Introduction

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads, and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway, and drainage facilities. In 2003, the City began exploring Water, Wastewater, and Roadway Impact Fees as a funding tool for infrastructure needs as a result of significant growth in the City of McKinney.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs. In the case of Roadway Impact Fees, the infrastructure need is the increased capacity on arterial and thoroughfare roadways that serve the overall transportation system. The purpose of the 2019 Roadway Impact Fee Update is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code.

Impact Fees are a mathematical calculation that determines a maximum impact fee that would be equivalent for growth paying for growth. The Maximum Roadway Impact Fee per Service Unit for Roadway Facilities is considered an appropriate measure of the impacts generated by a new unit of development on the City's Master Thoroughfare Plan. An impact fee program is anticipated to be designed so that it is **predictable** for both the development community and City.

An impact fee program is **transparent**. This report describes in detail how the fee is calculated and how the Capital Improvements Advisory Committee (CIAC) monitors the Impact Fee program. An impact fee program is **flexible** in that funds can be used on priority projects and not just on projects adjacent to a specific development. An impact fee program is **consistent** with other City goals and objectives for growth. For example, the actual collection rate set by Council may be determined to be less than the Maximum Roadway Impact Fee to achieve and be in alignment with other City goals and objectives for growth.

Impact Fee Basics

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

Impact Fee Study

The 2019 Roadway Impact Fee Update was completed to determine the maximum impact fee per unit of new development chargeable as allowed by the state law. This determination is not a recommendation; the actual fee amount ultimately assessed is at the discretion of the McKinney City Council, so long as it does not exceed the maximum assessable fee allowed by law. The study looks at a period of 10 years to project new growth and corresponding capacity needs, as required by state law. The study and corresponding maximum fees must be restudied at least every five years. However, the study can be updated at any time to accommodate significant changes in any of the key variables of the impact fee equation.

Service Areas

A Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Roadway Impact Fees, the Service Area may not exceed 6 miles. In McKinney, this results in the creation of thirteen (13) separate Service Areas. A map of the Service Areas can be found on Page 15. It is to be noted that Service Area A and F were assumed to be no fee Service Areas.

In defining the Service Area boundaries, the project team considered the corporate boundary, required size limit, adjacent land uses, highway facilities, and topography. The Service Areas used in the 2019 Roadway Impact Fee Update are approximately the same as in the previous impact fee update with some minor modifications to accommodate recent annexations and roadway realignments. Since each Service Area has a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next.

Land Use Assumptions

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2019-2029. Acknowledging that the parameters of the study (city limits, Master Thoroughfare Plan, Comprehensive Plan, zoning maps, existing development, etc.) are changing constantly, this study is based on conditions as they were in January 2019.

One of the key elements in the determination of the impact fee is the amount of new development anticipated over 10 years. The residential and non-residential growth projections were performed using reasonable and generally accepted forecasting and planning principles by City of McKinney staff in a separate report titled *2019 Land Use Assumptions*.

Roadway Impact Fee Roadway Improvements Plan

The Roadway Impact Fee Roadway Improvements Plan (RIF RIP) is distinct and separate from the City’s traditional Capital Improvements Program (CIP). The RIF RIP is a list of projects eligible for funding through impact fees. The City’s Master Thoroughfare Plan is the ultimate plan for the infrastructure within the City Limits. Only capacity improvements still needed to build out the City’s Master Thoroughfare Plan to accommodate the expected growth within the next 10-years are included in the RIF RIP. Capacity improvements may include the addition of lanes, intersection improvements, or the extension of a new road. Resurfacing or other maintenance activities do not qualify as capacity improvements under impact fee law in Texas and cannot be funded with Roadway Impact Fees.

The cost of the RIF RIP is one of the fundamental factors in the calculation of the per-unit maximum impact fee. The RIF RIP’s cost was calculated through systematic evaluation of each eligible project. In determining project limits, the team identified roadway segments with uniform need. For Example, Hardin Boulevard has a portion with one third of a six-lane divided facility built north of Wilmeth Road, while approximately 3,590’ south of the future Bloomdale Road extension, Wilmeth Road has two thirds of a six-lane divided facility built. These were split as two separate projects based on uniform need. Developing unit costs based on input from local staff, uniform costs were determined for the major items of work, additional construction items, and project delivery costs. Section III provides a listing of the 10-Year RIF RIP by service area in Tables 2.A – 2.M and a city-wide map of the RIF RIP in Exhibit 2.

Finally, detailed cost projections by project can be found in Appendix A. It should be noted that these cost projections are based on conceptual level planning and are subject to refinement upon final design. Only those projects listed in the RIF RIP are eligible to utilize impact fee funds.

Only the costs associated with providing the additional capacity at an anticipated level of service D necessitated by 10 years of growth can be used to calculate the maximum impact fee. To calculate the maximum impact fee, the total cost of the RIF RIP at build-out was reduced to account for (1) the portion of new capacity that will address existing needs, and (2) the portion of new capacity that will not be necessitated until beyond the 10-year growth window. A ratio that compares 10 years' demand for capacity to the net supply of capacity (total new capacity in the RIF RIP minus existing needs) can be calculated. That ratio, which may not exceed 100%, is then applied to the cost of the net capacity supplied. The result is a determination of the costs attributable to the next 10 years' growth, which is then used to calculate the maximum impact fee in accordance with state law. The result is known as the recoverable cost of the RIF RIP. The projected recoverable cost to construct infrastructure needed through 2029 by service area are:

Service Area	Recoverable Cost of RIP and Financing
A	\$0
B	\$10,479,185
C	\$43,752,749
D	\$141,971,941
E	\$39,294,334
F	\$0
G	\$8,942,328
H	\$11,297,580
I	\$23,188,757
J	\$8,633,827
K	\$10,208,369
L	\$3,868,782
M	\$731,486

A portion of the remainder can be assessed as the planning window extends beyond 2029 and as the impact fees are updated in the future.

Service Unit

The “service unit” is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2019 Roadway Impact Fee Update to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. A vehicle-mile is the capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

For each type of development, the City of McKinney uses the Land Use/Vehicle-Mile Equivalency Table (LUVMET) to determine the number of service units. Based on the City’s 10-year growth projections and associated demand (consumption) values the vehicle-miles of demand in each service area are:

Service Area	Total Vehicle-Miles of Demand over Ten Years
A	0
B	9,578
C	15,582
D	41,299
E	17,845
F	0
G	7,742
H	31,324
I	18,332
J	24,864
K	8,530
L	1,893
M	304

Impact Fee Calculation

In the simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the RIF RIP by the number of new service units of development. In accordance with state law, both the cost of the RIF RIP and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone RIF RIP and 10-year growth projection.

In practice, there are many factors that complicate this calculation. The maximum impact fee allowable by law for each service area is calculated in **Table 10**. A detailed discussion of the calculation is found on Page 48, and is walked through in **Table 9**.

Collection and Use of Roadway Impact Fees

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

Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Roadway Impact Fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and RIF RIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. The CIAC also reviews the Roadway Impact Fee ordinance and provides its findings to the City Council. The composition of the CIAC (Planning and Zoning Commission in McKinney) is required to have one representative of the building and development communities. The City Council then conducts a public hearing on the Land Use Assumptions, RIF RIP, and Impact Fee Ordinance. A public hearing is required for the 2019 Roadway Impact Fee Update.

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

2019 Roadway Impact Fee Update Results

Below is the comparison of the maximum assessable impact fee per service unit (Vehicle-Mile) for the 2012-2013 and 2019 Roadway Impact Fee Updates:

Service Area	2019 Maximum Fee Per Service Unit (Per Vehicle-Mile)	2012–2013 Maximum Fee Per Service Unit (Per Vehicle-Mile)
A	\$0	\$0
B	\$1,094	\$861
C	\$2,808	\$1,500
D	\$3,438	\$1,711
E	\$2,202	\$2,082
F	\$0	\$0
G	\$1,155	\$635
H	\$361	\$393
I	\$1,265	\$755
J	\$347	\$824
K	\$1,197	\$1,182
L	\$2,044	\$1,320
M	\$2,406	\$0

I. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure political subdivisions must follow to create and implement impact fees. Chapter 395 defines an Impact Fee as “a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of roadway improvements or facility expansions necessitated by and attributable to the new development.”

The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the update of their Roadway Impact Fees. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the RIF RIP, and the Land Use Equivalency Table.

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

- 1) **Land Use Assumptions** (Pg. 13)
- 2) **Roadway Impact Fee Roadway Improvements Plan (RIF RIP)** (Pg. 17)

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

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

- 1) **Methodology for Roadway Impact Fees** (Pg. 27)
- 2) **Roadway Impact Fee Calculation** (Pg. 48)
- 3) **Plan for the Roadway Impact Fee Credit** (Pg. 50)

The components of the **Methodology for Roadway Impact Fees** include development of:

- Service Areas (Pg. 27)
- Service Units (Pg. 27)
- Cost Per Service Unit (Pg. 30)
- RIF RIP Costing Methodology (Pg. 30)
- Summary of RIF RIP Costs (Pg. 34)
- Service Unit Calculation (Pg. 42)

The Roadway Impact Fee is then calculated as:

- Maximum Assessable Impact Fee Per Service Unit (Pg. 48)
- Service Unit Demand Per Unit of Development (Pg. 55)

The final section of the report is the **Conclusion**, which presents the findings of the updated analysis and summarizes the report.

II. LAND USE ASSUMPTIONS

A. Purpose and Overview

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and non-residential growth projections within a political subdivision. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and population in the service area. The land use assumptions used in this report were developed by City of McKinney staff and are presented in a separate report titled *2019 Land Use Assumptions*. These land use assumptions were adopted by City Council on September 17, 2019.

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

Units: Number of dwelling units.

Population: Number of people, based on person per dwelling unit factor.

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

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

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

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

The above categories are used in the development of the assumptions for impact fees; however, expanded classifications used in the assessment of impact fees are found in the Land Use / Vehicle-Mile Equivalency Table (Pg. 57 - 69).

B. Roadway Impact Fee Service Areas

The geographic boundaries of the proposed impact fee service areas for transportation facilities are shown in **Exhibit 1**. The City of McKinney is currently divided into thirteen (13) service areas, each based upon a six (6) mile limit as required by Chapter 395. For roadway facilities, the service areas are limited to those areas within the current corporate limits. Therefore, areas within the extraterritorial jurisdiction (ETJ) are excluded from this study.

At locations where service area boundaries follow a thoroughfare facility, the proposed boundary is intended to follow the centerline of the roadway. In cases where a service area boundary follows the City Limits, only those portions of the facility within the City Limits are included in the service area.

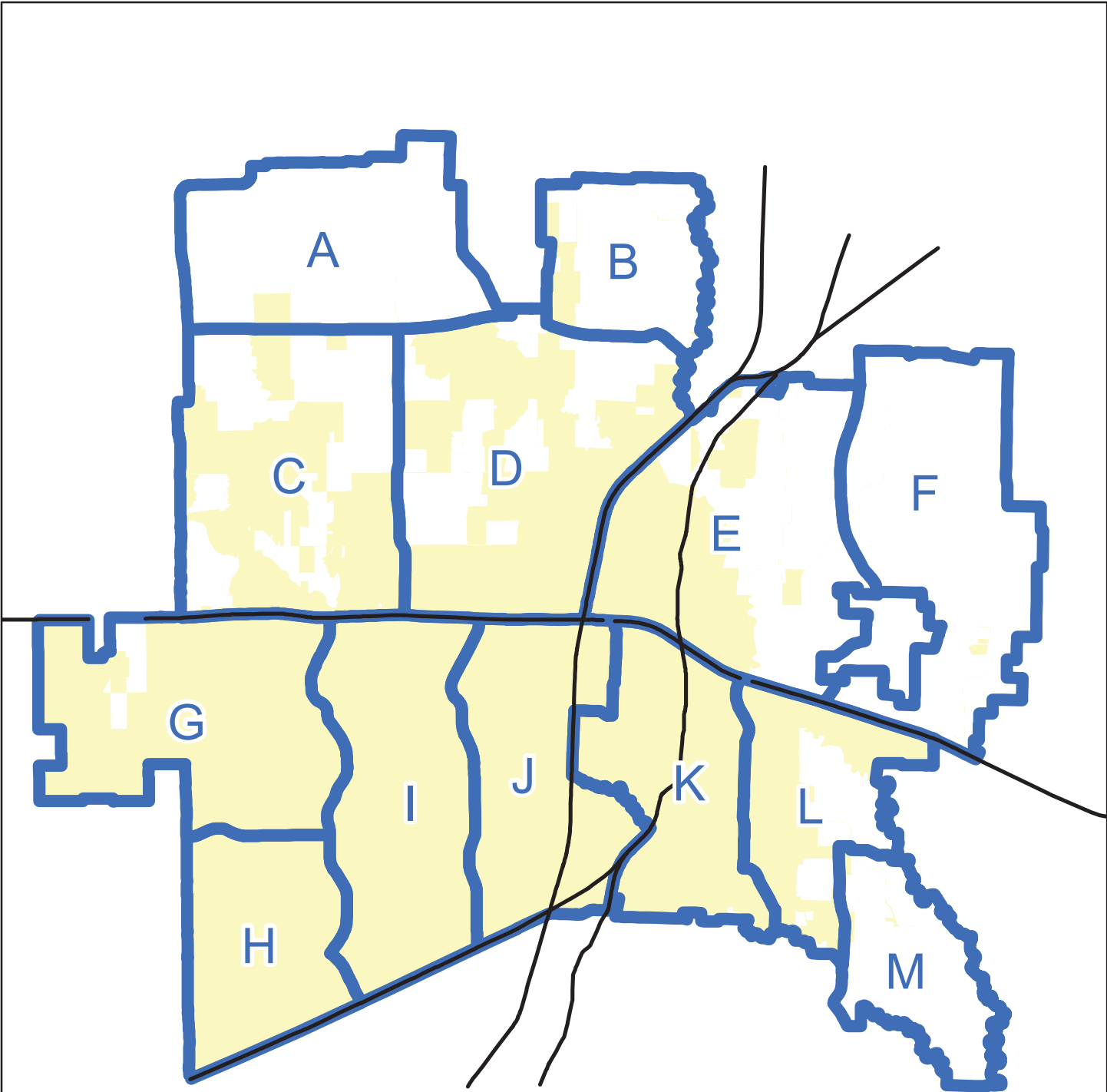


Exhibit 1



**2019 Impact Fee
Update Service Areas**



October 2020

Kimley»Horn

Legend



-  Service Area Boundary
-  City Limits

Exhibit 2

C. Land Use Assumptions Summary

Table 1 summarizes the residential and non-residential 10-year growth projections within the City of McKinney for 2019 and 2029. The previously referenced 2019 *Land Use Assumptions* is the source for this data.

Table 1. Residential and Non-Residential Projections for the City of McKinney

Service Area	Year	Residential		Non-Residential Square Feet		
		Population	Dwelling Units	Basic	Service	Retail
A	2019	306	115	23,500	0	81,515
	2029	306	115	23,500	0	81,515
B	2019	2,834	973	0	0	16,699
	2029	24,705	7,932	10,071	207,903	102,935
C	2019	8,429	2,959	227,746	632,125	278,982
	2029	15,374	5,271	227,746	1,358,193	717,975
D	2019	11,213	3,343	0	3,104,234	1,255,451
	2029	28,583	9,620	59,635	3,804,295	2,085,852
E	2019	3,905	1,204	3,624,114	478,284	1,754,956
	2029	6,411	2,077	6,106,522	678,020	2,480,149
F	2019	1,485	556	212,216	27,295	263,232
	2029	2,198	674	232,107	99,078	475,970
G	2019	50,272	17,987	899,720	1,889,230	2,428,620
	2029	51,402	18,422	930,350	1,958,638	3,147,880
H	2019	29,944	12,197	581,141	1,933,505	2,627,061
	2029	38,383	15,692	596,073	3,740,251	3,414,730
I	2019	39,502	13,959	352,879	2,397,595	1,433,682
	2029	43,720	15,567	464,983	2,650,436	2,633,350
J	2019	24,011	10,072	1,649,518	2,754,401	3,513,500
	2029	28,123	11,462	1,876,524	4,487,519	4,288,131
K	2019	20,558	7,651	5,125,000	2,871,086	2,325,009
	2029	22,258	8,290	5,629,951	3,118,347	2,656,021
L	2019	182	75	561,885	499,422	82,826
	2029	182	75	1,159,239	612,935	99,263
M	2019	370	164	66,320	14,572	0
	2029	439	187	237,897	46,200	13,786
Sub-Total (2019 – 2029)		69,073	24,129	4,230,560	6,160,065	6,136,024

III. ROADWAY IMPACT FEE ROADWAY IMPROVEMENTS PLAN

The City has identified the transportation projects needed to accommodate the projected growth within the City. The City’s Master Thoroughfare Plan is the ultimate plan for the infrastructure within the City Limits. Only capacity improvements still needed to build out the City’s Master Thoroughfare Plan to accommodate the expected growth within the next 10-years are included in the RIF RIP. The RIF RIP consists of 4 categories of projects. They are as follows:

- **New** – Any future roadway identified by the City to be included in the RIP.
- **Widening** – Existing roadways not currently built to the ultimate classification in the Master Thoroughfare Plan and must be completely reconstructed.
- **Partial Widening** – Existing roadways that only have a portion of the ultimate classification cross section to be built.
- **Previously Completed** – Completed projects with excess capacity available to serve new growth that the City contributed to financially.

The RIF RIP includes roadway facilities as well as major intersection improvements. All the roadway facilities identified are included in the currently adopted Master Thoroughfare Plan.

Major intersection improvements were based on direction from City of McKinney staff. Improvements were categorized as follows:

- **Signal** – New signal.
- **Interchange Signals** – Assumes new signals at each frontage road intersection of the interchange.
- **Signal Mod** – Signal modification to an existing signal due to construction of a new roadway approach or a future signal modification identified by the City.
- **Intersection Improvement** – Assumes addition of turn lanes.
- **Roundabout** – Roundabout construction.
- **Under Construction** – Intersection with ongoing improvements identified by the City.

All intersection improvement recommendations are recommended to undergo a design level evaluation before implementation to ensure the most appropriate improvements are made. In the case where a design level evaluation determines improvements contrary to the RIF RIP, such as turn lane improvements in place of a signal, the RIF RIP cost allocated to the intersection may still be applied to the alternate improvements. The intersection improvement costs were based on standard costs for each improvement and no engineering was done when assuming these costs, unless cost projections were provided by the City.

The proposed RIF RIP is listed in **Tables 2.A – 2.M** and mapped in **Exhibit 2** (Individual SA RIP Maps in Appendix). The tables show the length of each project as well as the facility’s Master Thoroughfare Plan classification. The RIF RIP was developed in conjunction with input from City of McKinney staff and represents projects that will be needed to accommodate the growth projected in the *2019 Land Use Assumptions*.

Table 2.A. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area A

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
A	A-1, C-1	M6D	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	0.63	50%
	A-2, D-1	M6D	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	0.30	50%
	A-3	G4D	STONEBRIDGE DR (1)	2,635' N OF UNNAMED 5 TO UNNAMED 5	0.50	50%

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

Table 2.B. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
B	B-1, D-2	M6D	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	0.43	50%
	B-2	G6D	HARDIN BLVD (1)	CR 204 TO CR 206	0.08	50%
	B-3	G6D	HARDIN BLVD (2)	1,670' N OF OLYMPIC TO 730' S OF OLYMPIC	0.45	50%
	B-4	G6D	HARDIN BLVD (3)	1,940' N OF UNNAMED 5 TO UNNAMED 5	0.37	100%
	1	Inter-section	Signal	HARDIN BLVD & OLYMPIC		50%
	3		Signal	HARDIN BLVD & UNNAMED 5		50%

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

Table 2.C. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area C

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
C	A-1, C-1	M6D	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	0.63	50%
	C-2	M6D	UNNAMED 5 (2)	RIDGE RD TO 1,505' E OF RIDGE RD	0.29	50%
	C-3	G6D	LAUD HOWELL PKWY (1)	695' W OF CUSTER RD TO CUSTER RD	0.13	50%
	C-4	G6D	LAUD HOWELL PKWY (2)	CUSTER RD TO 1,225' E OF CUSTER RD	0.23	100%
	C-5	G6D	LAUD HOWELL PKWY (3)	1,225' E OF CUSTER RD TO 2,070' E OF CUSTER RD	0.16	50%
	C-6	G6D	LAUD HOWELL PKWY (4)	840' E OF STONEBRIDGE DR TO 2,905' E OF STONEBRIDGE DR	0.39	50%
	C-7	G6D	LAUD HOWELL PKWY (5)	1,985' W OF RIDGE RD TO 1,230' E OF RIDGE RD	0.61	50%
	C-8	P6D	BLOOMDALE RD (1)	CUSTER RD TO 1,310' E OF CUSTER RD	0.25	100%
	C-9	P6D	BLOOMDALE RD (2)	1,310' E OF CUSTER RD TO 2,030' W OF STONEBRIDGE DR	0.40	50%
	C-10	P6D	BLOOMDALE RD (3)	2,030' W OF STONEBRIDGE DR TO 3,245' E OF STONEBRIDGE DR	1.00	100%
	C-11	P6D	BLOOMDALE RD (4)	3,245' E OF STONEBRIDGE DR TO 695' W OF RIDGE RD	0.26	50%
	C-12	P6D	BLOOMDALE RD (5)	695' W OF RIDGE RD TO RIDGE RD	0.13	100%
	C-13	P6D(2/3)	BLOOMDALE RD (6)	3,400' W OF LAKE FOREST DR TO LAKE FOREST DR	0.64	50%
	C-14	G4D	WILMETH RD (1)	3,725' W OF STONEBRIDGE DR TO 815' E OF STONEBRIDGE DR	0.86	100%
	C-15	G4D	WILMETH RD (2)	815' E OF STONEBRIDGE DR TO 995' W OF RIDGE RD	0.63	50%
	C-16	G4D(1/2)	WILMETH RD (3)	RIDGE RD TO 585' E OF RIDGE RD	0.11	100%
	C-17	G4D(1/2)	WILMETH RD (4)	1,095' E OF RIDGE RD TO 1,365' E OF RIDGE RD	0.05	100%
	C-18	P6D	CUSTER RD (1)	1,855' N OF LAUD HOWELL PKWY TO LAUD HOWELL PKWY	0.35	50%
	C-19	P6D	CUSTER RD (2)	LAUD HOWELL PKWY TO 2,775' N OF BLOOMDALE RD	0.53	100%
	C-20	P6D	CUSTER RD (3)	2,655' N OF BLOOMDALE RD TO 375' N OF WILMETH RD	1.19	50%
	C-21	G4D	STONEBRIDGE DR (2)	UNNAMED 5 TO 1,280' S OF UNNAMED 5	0.24	100%
	C-22	G4D	STONEBRIDGE DR (3)	1,570' S OF LAUD HOWELL PKWY TO 280' S OF WILMETH RD	1.51	100%
	C-23	G4D	STONEBRIDGE DR (4)	280' S OF WILMETH RD TO 1,195' S OF WILMETH RD	0.17	50%
	C-24	G4D	STONEBRIDGE DR (5)	1,195' S OF WILMETH RD TO 5,555' S OF WILMETH RD	0.83	100%
	C-25	G4D	STONEBRIDGE DR (6)	580' N OF US HIGHWAY 380 TO US HIGHWAY 380	0.11	100%
	C-26	M6D	RIDGE RD (1)	UNNAMED 5 TO 1,485' S OF UNNAMED 5	0.28	50%
	C-27	M6D	RIDGE RD (2)	LAUD HOWELL PKWY TO BAXTER WELL RD	0.59	100%
	C-28	M6D	RIDGE RD (3)	BAXTER WELL RD TO 2,160' S OF BLOOMDALE RD	0.83	50%
	C-29	M6D	RIDGE RD (4)	1,590' N OF WILMETH RD TO WILMETH RD	0.30	50%
	C-30	M6D(1/3)	RIDGE RD (5)	WILMETH RD TO 2,280' S OF WILMETH RD	0.43	100%
	C-31	M6D(1/3)	RIDGE RD (6)	1,860' N OF US HIGHWAY 380 TO 1,390' N OF US HIGHWAY 380	0.09	50%
	C-32	M6D(1/3)	RIDGE RD (7)	775' N OF US HIGHWAY 380 TO US HIGHWAY 380	0.15	100%
	C-33	M6D(1/3)	LAKE FOREST DR (2)	BLOOMDALE RD TO WILMETH RD	1.02	50%
	C-34, D-22	M6D(1/3)	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	0.98	50%
		2	Intersection	Signal	RIDGE RD & UNNAMED 5	
	4	Signal		LAUD HOWELL PKWY & CUSTER RD		75%
	5	Signal		LAUD HOWELL PKWY & RIDGE RD		50%
	12	Intersection Improvement		CUSTER RD & BLOOMDALE RD		50%
	13	Signal		BLOOMDALE RD & STONEBRIDGE DR		100%
	14	Signal		BLOOMDALE RD & RIDGE RD		50%
	15	Signal		BLOOMDALE RD & LAKE FOREST DR		25%
	23	Signal		STONEBRIDGE DR & WILMETH RD		100%
	24	Signal		WILMETH RD & RIDGEKNOLL AVE		100%
	25	Roundabout		LAKE FOREST DR & WILMETH RD		50%
	33	Signal Mod		US HIGHWAY 380 & STONEBRIDGE DR		50%
	34	Signal		US HIGHWAY 380 & FOREST RIDGE LN		50%
	35	Signal		US HIGHWAY 380 & AUBURN HILLS PKWY		50%

Notes: The 10-Year Roadway Impact Fee RIP is not in a prioritized order.

Table 2.D. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
D	A-2, D-1	M6D	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	0.30	50%
	B-1, D-2	M6D	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	0.43	50%
	D-3	G6D	LAUD HOWELL PKWY (6)	LAKE FOREST DR TO 1860' E OF HARDIN BLVD	2.65	100%
	D-4	G6D	LAUD HOWELL PKWY (7)	4,170' N OF TRINITY FALLS PKWY TO 240' N OF TRINITY	0.74	100%
	D-5	G6D(1/3)	LAUD HOWELL PKWY (8)	240' N OF TRINITY FALLS PKWY TO US HIGHWAY 75	0.38	100%
	D-6	G4D	TRINITY FALLS PKWY (1)	HARDIN BLVD TO 1,910' E OF HARDIN BLVD	0.36	100%
	D-7	G4D	TRINITY FALLS PKWY (2)	1,910' E OF HARDIN BLVD TO 2,675' E OF HARDIN BLVD	0.14	50%
	D-8	G4D	TRINITY FALLS PKWY (3)	COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY	0.34	50%
	D-9	G4D	TRINITY FALLS PKWY (4)	LAUD HOWELL PKWY TO 2,200' W OF LAUD HOWELL PKWY	0.42	100%
	D-10	M6D(1/3)	TRINITY FALLS PKWY (5)	4,275' N OF WESTON RD TO LAUD HOWELL PKWY	1.05	100%
	D-11	P6D	BLOOMDALE RD (7)	1,820' W OF TAYLOR-BURK DR TO TAYLOR-BURK DR	0.34	50%
	D-12	P6D	BLOOMDALE RD (8)	1,485' E OF CR 1006 TO 1,215' W OF CR 1007	0.29	100%
	D-13	P6D	BLOOMDALE RD (9)	1,225' W OF CR 1007 TO CR 1007	0.23	50%
	D-14	P6D(2/3)	BLOOMDALE RD (10)	CR 1007 TO HARDIN BLVD	0.37	100%
	D-15	P6D(1/3)	BLOOMDALE RD (11)	HARDIN BLVD TO COMMUNITY AVE	0.49	100%
	D-16	G4D	WILMETH RD (5)	LAKE FOREST DR TO UNNAMED A	0.90	50%
	D-17	G4D	WILMETH RD (6)	UNNAMED A TO 825' E OF UNNAMED A	0.16	100%
	D-18	G4D(1/2)	WILMETH RD (7)	825' E OF TAYLOR-BURK DR TO 1,380' E OF TAYLOR-BURK DR	0.11	100%
	D-19	G4D	WILMETH RD (8)	1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD	0.42	50%
	D-20	M6D(1/3)	WILMETH RD (9)	HARDIN BLVD TO US HIGHWAY 75	1.16	100%
	D-21	G6D	LAKE FOREST DR (1)	LAUD HOWELL PKWY TO 3,200' S OF LAUD HOWELL PKWY	0.61	50%
	C-34, D-22	M6D(1/3)	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	0.98	50%
	D-23	G4D	UNNAMED A (1)	5,785' N OF LAUD HOWELL PKWY TO 2,710' S OF LAUD	1.61	100%
	D-24	G4D	UNNAMED A (2)	2,710' S OF LAUD HOWELL PKWY TO BLOOMDALE RD	0.49	50%
	D-25	G4D	UNNAMED A (3)	1,105' N OF WILMETH RD TO WILMETH RD	0.21	50%
	D-26	M4D	UNNAMED A (4)	WILMETH RD TO HARDIN BLVD	0.75	100%
	D-27	M4D	TAYLOR-BURK DR (1)	HARDIN BLVD TO SKYLINE DR	0.28	100%
	D-28	G6D	HARDIN BLVD (4)	UNNAMED 5 TO 1,550' S OF UNNAMED 5	0.29	50%
	D-29	G6D	HARDIN BLVD (5)	1,545' S OF UNNAMED 5 TO TRINITY FALLS PKWY	1.38	100%
	D-30	G6D	HARDIN BLVD (6)	TRINITY FALLS PKWY TO 1,815' S OF TRINITY FALLS PKWY	0.34	50%
	D-31	G6D	HARDIN BLVD (7)	1,815' S OF TRINITY FALLS PKWY TO 1,190' S OF BLOOMDALE	0.36	100%
	D-32	G6D(1/3)	HARDIN BLVD (8)	1,190' S OF BLOOMDALE RD TO 3,590' S OF BLOOMDALE RD	0.45	100%
	D-33	G6D(2/3)	HARDIN BLVD (9)	3,590' S OF BLOOMDALE RD TO WILMETH RD	0.33	50%
	D-34	G6D(1/3)	HARDIN BLVD (10)	WILMETH RD TO US HIGHWAY 380	1.23	100%
	D-35	G4D	COMMUNITY AVE (1)	TRINITY FALLS PKWY TO 1,275' S OF TRINITY FALLS PKWY	0.24	100%
	D-36	G4D(1/2)	COMMUNITY AVE (2)	1,275' S OF TRINITY FALLS PKWY TO BLOOMDALE RD	0.50	100%
	D-37	M4U(1/2)	COMMUNITY AVE (3)	BLOOMDALE RD TO 2,305' S OF BLOOMDALE RD	0.44	100%
	3	Intersection	Signal	HARDIN BLVD & UNNAMED 5		50%
	6		Signal	LAUD HOWELL PKWY & LAKE FOREST DR		50%
	7		Signal	LAUD HOWELL PKWY & UNNAMED A		100%
	8		Signal	LAUD HOWELL PKWY & HARDIN BLVD		100%
	9		Signal	HARDIN BLVD & TRINITY FALLS PKWY		75%
	10		Roundabout	TRINITY FALLS PKWY & COMMUNITY AVE		50%
	11		Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY		50%
	16		Signal	BLOOMDALE RD & UNNAMED A		25%
	17		Signal	BLOOMDALE RD & HARDIN BLVD		100%
	18		Signal	BLOOMDALE RD & COMMUNITY AVE		100%
	19		Interchange Signals	US HIGHWAY 75 & BLOOMDALE RD		50%
	25		Roundabout	LAKE FOREST DR & WILMETH RD		50%
	26		Roundabout	WILMETH RD & UNNAMED A		75%
	27		Roundabout	HARDIN BLVD & WILMETH RD		75%
	32		Roundabout	HARDIN BLVD & TAYLOR-BURK DR		100%
	36		Under Construction	US HIGHWAY 380 & HARDIN BLVD		50%

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

Table 2.E. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area E

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
E	E-1	P6D(1/3)	BLOOMDALE RD (12)	US HIGHWAY 75 TO REDBUD BLVD	0.48	100%
	E-2	P6D(2/3)	BLOOMDALE RD (13)	REDBUD BLVD TO AIRPORT DR	0.51	100%
	E-3	M6D(1/3)	WILMETH RD (10)	US HIGHWAY 75 TO 2,570' E OF REDBUD BLVD	0.78	100%
	E-4	M6D(2/3)	WILMETH RD (11)	2,570' E OF REDBUD BLVD TO STATE HIGHWAY 5	0.41	100%
	E-5	M6D	WILMETH RD (12)	STATE HIGHWAY 5 TO 2,100' E OF SH 5	0.40	100%
	E-6	M6D	WILMETH RD (13)	2,100' E OF SH 5 TO 980' W OF AIRPORT DR	0.25	100%
	E-7	M6D	WILMETH RD (14)	980' W OF AIRPORT DR TO 235' E OF AIRPORT DR	0.23	50%
	E-8	M6D	WILMETH RD (15)	1,150' W OF FM 2933 TO 400' E OF FM 2933	0.29	50%
	E-9	M4D	REDBUD BLVD (1)	BLOOMDALE RD TO 2,930' S OF BLOOMDALE RD	0.55	100%
	E-10	M4D(1/2)	REDBUD BLVD (2)	2,930' S OF BLOOMDALE RD TO WILMETH RD	0.31	100%
	E-11	M6D	LAUD HOWELL PKWY (9)	US HIGHWAY 75 TO 2,620' S OF US HIGHWAY 75	0.50	50%
	E-12	M6D	LAUD HOWELL PKWY (10)	2,620' S OF US HIGHWAY 75 TO BLOOMDALE RD	0.31	100%
	E-13	P6D	LAUD HOWELL PKWY (11)	BLOOMDALE RD TO STATE HIGHWAY 5	0.16	100%
	E-14	M6D	STATE HIGHWAY 5 (1)	4,700' N OF AIRPORT DR TO 3,995' N OF AIRPORT DR	0.13	50%
	E-15	M6D	STATE HIGHWAY 5 (2)	1,915' N OF AIRPORT DR TO US HIGHWAY 380	2.27	100%
	E-16	P6D	AIRPORT DR (1)	STATE HIGHWAY 5 TO 4,070 S OF STATE HIGHWAY 5	0.77	100%
	E-17	P6D	AIRPORT DR (2)	WILMETH RD TO WOODLAWN RD (N)	0.53	100%
	E-18	P6D	AIRPORT DR (3)	WOODLAWN RD (N) TO WOODLAWN RD (S)	0.29	100%
	E-19	P6D	AIRPORT DR (4)	WOODLAWN RD (S) TO US HIGHWAY 380	0.73	100%
	E-20	P6D(1/3)	UNNAMED C (1)	410' E OF STATE HIGHWAY 5 TO 3,010' E OF STATE HIGHWAY 5	0.49	100%
	E-21	P6D	UNNAMED C (2)	WILMETH RD TO 2,615' S OF WILMETH RD	0.50	50%
11	Intersection	Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY		50%	
19		Interchange Signals	US HIGHWAY 75 & BLOOMDALE RD		50%	
20		Signal	BLOOMDALE RD & REDBUD BLVD		100%	
21		Signal	LAUD HOWELL PKWY & BLOOMDALE RD		100%	
22		Signal Mod	STATE HIGHWAY 5 & LAUD HOWELL PKWY		100%	
28		Signal	WILMETH RD & REDBUD BLVD		100%	
29		Signal Mod	STATE HIGHWAY 5 & WILMETH RD		100%	
30		Signal	AIRPORT DR & WILMETH RD		50%	
31		Signal	UNNAMED C & WILMETH RD		50%	
41		Signal Mod	US HIGHWAY 380 & AIRPORT DR		50%	

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

Table 2.F. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area F

No Impact Fee Eligible Roadway Projects

Table 2.G. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area G

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
G	G-1	M6D(1/3)	VIRGINIA PKWY (1)	COIT RD TO 500' W OF INDEPENDENCE PKWY	0.90	100%
	G-2	M6D(1/3)	VIRGINIA PKWY (2)	500' W OF INDEPENDENCE PKWY TO 325' E OF FORKHORN DR	0.33	50%
	G-3	M6D(1/3)	VIRGINIA PKWY (3)	325' E OF FORKHORN DR TO 935' W OF VIRGINIA HILLS DR	0.28	50%
	G-4	M6D(1/3)	VIRGINIA PKWY (4)	935' W OF VIRGINIA HILLS DR TO CUSTER RD	0.51	100%
	G-5	M6D(1/3)	VIRGINIA PKWY (5)	CUSTER RD TO 410' E OF DANBURY RD	0.49	100%
	G-6	M6D(1/6)	VIRGINIA PKWY (6)	410' E OF DANBURY RD TO VIRGINIA PARKLANDS BLVD	0.39	100%
	G-7	M6D(1/3)	WESTRIDGE BLVD (1)	COIT RD TO 1,635' E OF COIT RD	0.31	50%
	G-8	M6D(1/3)	WESTRIDGE BLVD (2)	1,635' E OF COIT RD TO 2,720' E OF INDEPENDENCE PKWY	1.22	100%
	G-9	M6D(1/3)	WESTRIDGE BLVD (3)	2,720' E OF INDEPENDENCE PKWY TO CUSTER RD	0.50	50%
	H-1, G-10	G6D(1/3)	ELDORADO PKWY (1)	CUSTER RD TO RIDGE RD	2.05	50%
	G-11	M6D(1/3)	COIT RD (1)	US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY	1.53	50%
	G-12	M6D(1/3)	COIT RD (2)	WESTRIDGE BLVD TO 2,595' S OF WESTRIDGE BLVD	0.49	50%
	G-13	M6D(1/3)	INDEPENDENCE PKWY (1)	2,380' S OF US HIGHWAY 380 TO 4,465' S OF US HIGHWAY 380	0.39	100%
	G-14	M6D(1/3)	INDEPENDENCE PKWY (2)	VIRGINIA PKWY TO 2,690' S OF WESTRIDGE BLVD	1.52	100%
	G-15	P6D	CUSTER RD (4)	US HIGHWAY 380 TO WESTRIDGE BLVD	2.03	100%
	G-16	P6D	CUSTER RD (5)	WESTRIDGE BLVD TO ELDORADO PKWY	1.02	100%
	G-17, I-8	G4D	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	1.30	50%
	33	Intersection	Signal Mod	US HIGHWAY 380 & STONEBRIDGE DR		50%
	34		Signal	US HIGHWAY 380 & FOREST RIDGE LN		50%
	37		Signal	STONEBRIDGE DR & LACIMA DR		100%
	38		Signal	RIDGE RD & HABERSHAM WAY		50%
	43		Signal	INDEPENDENCE PKWY & VIRGINIA PKWY		50%
	44		Under Construction	VIRGINIA PKWY & RIDGE RD		50%
	47		Signal	INDEPENDENCE PKWY & WESTRIDGE BLVD		100%
	48		Under Construction	CUSTER RD & WESTRIDGE BLVD		75%
	49		Roundabout	STONEBRIDGE DR & GLEN OAKS DR		100%
	50		Roundabout	RIDGE RD & GLEN OAKS DR		50%
	55		Signal	STONEBRIDGE DR & ALMA DR		100%
56	Signal		RIDGE RD & RUSH CREEK RD		50%	
57	Signal		RIDGE RD & BERKSHIRE RD		50%	

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

Table 2.H. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area H

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
H	H-1, G-10	G6D(1/3)	ELDORADO PKWY (1)	CUSTER RD TO RIDGE RD	2.05	50%
	H-2	M4D(1/2)	SILVERADO TRL (1)	CUSTER RD TO BURNETT DR	0.37	100%
	H-3	M4D	SILVERADO TRL (2)	ALMA DR TO ALFALFA DR	0.22	100%
	H-4	P6D(1/3)	STACY RD (1)	CUSTER RD TO RIDGE RD	2.03	100%
	H-5	P6D	CUSTER RD (6)	ELDORADO PKWY TO STONEBRIDGE DR	0.39	100%
	H-6	G4D	ALMA DR (1)	805' S OF BEAVER CREEK DR TO SILVERADO TRL	0.37	100%
	H-7	M6D(1/3)	ALMA DR (2)	SILVERADO TRL TO STACY RD	0.50	100%
	H-8, I-9	M6D(1/3)	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	0.69	50%
	H-9	M6D(1/3)	MCKINNEY RANCH PKWY (1)	RIDGE RD TO STACY RD	0.77	100%
	65	Intersection	Signal	CUSTER RD & SILVERADO TRL		50%
	66		Signal	MCKINNEY RANCH PKWY & SILVERADO TRL		100%
	71		Signal	STACY RD & MCKINNEY RANCH PKWY		100%
	75		Signal	CUSTER RD & PARADISE DR		50%
	76		Signal	STACY RD & COLLIN MCKINNEY PKWY		50%
	77		Signal	ALMA DR & HENNEMAN WAY		100%

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

Table 2.I. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area I

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
I	I-1	M6D	VIRGINIA PKWY (7)	1035' E OF RIDGE RD TO 1355' W OF HARDIN BLVD	1.43	100%
	I-2	M6D	VIRGINIA PKWY (8)	1355' W OF HARDIN BLVD TO HARDIN BLVD	0.26	100%
	I-3	G6D(1/3)	ELDORADO PKWY (2)	RIDGE RD TO HARDIN BLVD	2.07	100%
	I-4	M6D(1/3)	MCKINNEY RANCH PKWY (2)	RIDGE RD TO HARDIN BLVD	1.80	100%
	I-5	G4D	COLLIN MCKINNEY PKWY (2)	LAKE FOREST DR TO COTTONWOOD CREEK	0.31	100%
	I-6	G4D(1/2)	COLLIN MCKINNEY PKWY (3)	COTTONWOOD CREEK TO 1110' E OF TINA DR	0.55	100%
	I-7	G4D	COLLIN MCKINNEY PKWY (4)	1110' E OF TINA TO HARDIN BLVD	0.19	100%
	G-17, I-8	G4D	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	1.30	50%
	H-8, I-9	M6D(1/3)	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	0.69	50%
	I-10, J-6	G6D(1/3)	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	1.58	50%
	I-11, J-7	G6D(1/3)	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	2.64	50%
	35	Intersection	Signal	US HIGHWAY 380 & AUBURN HILLS PKWY		50%
	36		Under Construction	US HIGHWAY 380 & HARDIN BLVD		25%
	38		Signal	RIDGE RD & HABERSHAM WAY		50%
	44		Under Construction	VIRGINIA PKWY & RIDGE RD		50%
	45		Signal	VIRGINIA PKWY & JOPLIN DR		100%
	46		Signal	VIRGINIA PKWY & VILLAGE DR		100%
	50		Roundabout	RIDGE RD & GLEN OAKS DR		50%
	51		Roundabout	LAKE FOREST DR & GLEN OAKS DR		100%
	56		Signal	RIDGE RD & RUSH CREEK RD		50%
	57		Signal	RIDGE RD & BERKSHIRE RD		50%
	58		Signal	HARDIN BLVD & MAVERICK TRL		50%
	59		Signal	ELDORADO PKWY & WOODSON DR		100%
	60		Signal	ELDORADO PKWY & HIGHLANDS DR		100%
	72		Signal	LAKE FOREST DR & COLLIN MCKINNEY PKWY		100%
	73		Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY		50%
	76		Signal	STACY RD & COLLIN MCKINNEY PKWY		50%

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

Table 2.J. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area J

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
J	J-1	M4D	WHITE AVE (1)	HARDIN BLVD TO BOIS D'ARC RD	0.17	100%
	J-2	M4D	WHITE AVE (2)	BOIS D'ARC RD TO COMMUNITY AVE	0.93	100%
	J-3	M6D	VIRGINIA PKWY (9)	HARDIN BLVD TO US HIGHWAY 75	1.60	100%
	J-4	G6D(1/3)	ELDORADO PKWY (3)	710' E OF US HIGHWAY 75 TO 1,180' E OF BARRANCA WAY	1.08	100%
	J-5	M3U	COLLIN MCKINNEY PKWY (5)	2,100' E OF HARDIN BLVD TO MCKINNEY RANCH PKWY	0.33	100%
	I-10, J-6	G6D(1/3)	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	1.58	50%
	I-11, J-7	G6D(1/3)	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	2.64	50%
	J-8	M4D	MEDICAL CENTER DR	STATE HIGHWAY 121 TO 1,685' S OF STATE HIGHWAY 121	0.32	100%
	J-9, K-7	M6D	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE	0.47	50%
	J-10, K-8	M4D	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	0.67	50%
	J-11	M4D	STATE HIGHWAY 5 (6)	3,525' S OF STATE HIGHWAY 121 TO 4,520' S OF STATE	0.19	50%
	36	Intersection	Under Construction	US HIGHWAY 380 & HARDIN BLVD		25%
	39		Signal	WHITE AVE & JORDAN RD		100%
	58		Signal	HARDIN BLVD & MAVERICK TRL		50%
	61		Intersection Improvements	ELDORADO PKWY & CRAIG DR		100%
	62		Signal	STATE HIGHWAY 5 & STEWART RD		50%
	67		Signal	MCKINNEY RANCH PKWY & COLLIN MCKINNEY PKWY		100%
	68		Signal	COLLIN MCKINNEY PKWY & CRAIG DR		100%
	69		Signal	STATE HIGHWAY 5 & ENTERPRISE DR		50%
73	Signal		HARDIN BLVD & COLLIN MCKINNEY PKWY		50%	

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

Table 2.K. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area K

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
K	K-1	2UO	VIRGINIA STREET	225' W OF AIRPORT DR TO AIRPORT DR	0.04	100%
	K-2	G6D(1/3)	ELDORADO PKWY (4)	1,180' E OF BARRANCA WAY TO STATE HIGHWAY 5	0.40	100%
	K-3	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (1)	STATE HIGHWAY 121 TO AIRPORT DR	1.46	100%
	K-4, L-1	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	0.19	50%
	K-5, L-2	P6D	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	0.60	50%
	K-6	M6D	STATE HIGHWAY 5 (3)	INDUSTRIAL BLVD TO 640' S OF HARRY MCKILLOP BLVD /	0.40	100%
	J-9, K-7	M6D	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE	0.47	50%
	J-10, K-8	M4D	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	0.67	50%
	K-9, L-6	P6D(1/3)	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM	2.63	50%
	K-10, L-7	P6D	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY	0.09	50%
	40	Intersection	Signal	STATE HIGHWAY 5 & SMITH ST		100%
	41		Signal Mod	US HIGHWAY 380 & AIRPORT DR		50%
	52		Roundabout	WILSON CREEK PKWY & PARK VIEW AVE		100%
	53		Signal	WILSON CREEK PKWY & COLLEGE ST		100%
	54		Signal	AIRPORT DR & ELM ST		50%
	62		Signal	STATE HIGHWAY 5 & STEWART RD		50%
63	Signal		HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR		75%	
69	Signal		STATE HIGHWAY 5 & ENTERPRISE DR		50%	

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

Table 2.L. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area L

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
L	K-4, L-1	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	0.19	50%
	K-5, L-2	P6D	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	0.60	50%
	L-3	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (1)	510' W OF HARRY MCKILLOP BLVD / FM 546 (N) TO 1,335' E OF HARRY MCKILLOP BLVD / FM 546 (N)	0.35	100%
	L-4	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (2)	3,480' W OF UNNAMED D TO UNNAMED D	0.66	100%
	L-5	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (1)	HARRY MCKILLOP BLVD / FM 546 (S) TO 1,865' E OF HARRY MCKILLOP BLVD / FM 546 (S)	0.35	100%
	K-9, L-6	P6D(1/3)	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546	2.63	50%
	K-10, L-7	P6D	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	0.09	50%
	L-8	P6D	UNNAMED C (3)	US HIGHWAY 380 TO 2,435' S OF US HIGHWAY 380	0.46	100%
	L-9, M-5	P6D	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	0.25	50%
	L-10, M-6	P6D	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	0.87	50%
	41	Intersection	Signal Mod	US HIGHWAY 380 & AIRPORT DR		50%
	42		Signal	US HIGHWAY 380 & UNNAMED C		50%
	54		Signal	AIRPORT DR & ELM ST		50%
63	Signal		HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR		75%	
70	Signal		HARRY MCKILLOP BLVD / FM 546 (S) & HARRY MCKILLOP BLVD / FM 546 (N)		100%	
74	Signal		UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)		50%	

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

Table 2.M. 10-Year Roadway Impact Fee Roadway Improvements Plan – Service Area M

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
M	M-1	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (2)	110' E OF UNNAMED C TO 300' E OF UNNAMED C	0.04	50%
	M-2	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (3)	1,700' N OF HARRY MCKILLOP BLVD / FM 546 TO 2,050' N OF HARRY MCKILLOP BLVD / FM 546	0.07	50%
	M-3	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (4)	405' N OF HARRY MCKILLOP BLVD / FM 546 TO 675' N OF HARRY MCKILLOP BLVD / FM 546	0.05	50%
	M-4	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (3)	UNNAMED C TO 695' E OF UNNAMED C	0.13	100%
	L-9, M-5	P6D	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	0.25	50%
	L-10, M-6	P6D	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	0.87	50%
	64	Inter-section	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (N)		50%
	74		Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)		50%

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

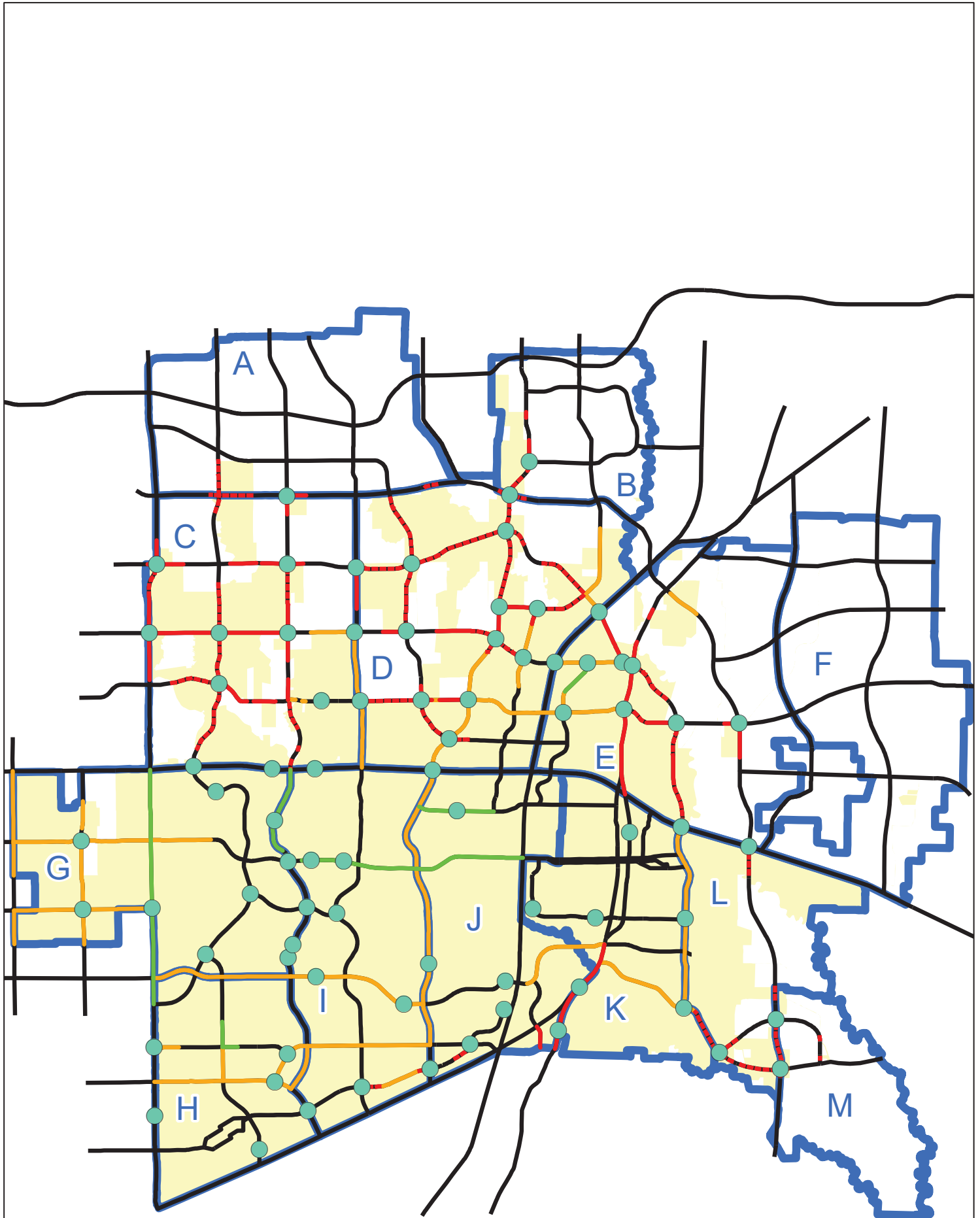


Exhibit 2

Exhibit 2

2019 Impact Fee
Update RIF RIP

October 2020

Legend

- Intersection Improvements
- Previously Completed
- New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Service Area Boundary
- City Limits

IV. METHODOLOGY FOR ROADWAY IMPACT FEES

A. Service Areas

The thirteen (13) service areas used in the 2019 Roadway Impact Fee Update are shown in the previously referenced **Exhibit 1**. These service areas cover the entire corporate boundary of the City of McKinney. Chapter 395 of the Texas Local Government Code specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” The service areas in the 2019 Roadway Impact Fee Update are approximately the same as in the previous impact fee update (adopted in 2013) with some minor modifications to accommodate recent annexations and the realignment of roadways that were formerly used as boundaries.

B. Service Units

The “service unit” is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2019 Roadway Impact Fee Update to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. Below is the definition for vehicle-mile.

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

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

Total Vehicle-Miles of Demand: Based on the 10-year growth projections (Pg. 47). The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

The capacity values used in the 2019 Roadway Impact Fee Update are based upon generally accepted thoroughfare capacity criteria. **Tables 3A** and **3B** show the service volumes as a function of the facility classification and type.

For “Partial Widening” projects, no existing volume was assumed and only the additional capacity of the new lanes were assumed for the calculation of impact fees, unless a previous contribution from the City existed. If this was the case, the existing volume was accounted for along with the ultimate cross section.

Table 3A. Service Volumes for Proposed Facilities
(used in Appendix B – Roadway Impact Fee RIP Service Units of Supply)

Proposed Cross Section	Facility Classification	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
G6D	Greenway Arterial	Divided	700
P6D	Principal Arterial	Divided	780
M6D	Major Arterial	Divided	700
G4D	Greenway Arterial	Divided	700
M4D	Minor Arterial	Divided	700
M4U	Minor Arterial	Undivided	525
M3U	Minor Arterial	Undivided	550
2UO	Town Thoroughfare	Undivided	500

Table 3B. Service Volumes for Existing Facilities
(used in Appendix C – Existing Roadway Facilities Inventory)

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2UG	Rural Two-lane Undivided Cross-Section (i.e., gravel, dirt, etc.)	150
2U	Two-lane Undivided	475
2UO	Two-lane Undivided One-way	475
3U	Three-lane Undivided (TWLTL)	525
4U	Four-lane Undivided	525
4D	Four-lane Divided	700
5U	Five-lane Undivided (TWLTL)	625
5D	Five-lane Divided	700
6D	Six-lane Divided	780

C. Cost Per Service Unit

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

The second component of the cost per service unit is the determination of the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period. Chapter 395 requires that Impact Fees be assessed only to pay for growth projected to occur in the city limits within the next ten-years. As noted earlier, the units of demand are vehicle-miles of travel.

D. Roadway Impact Fee RIP Costing Methodology

All of the project costs for a facility which serves the overall transportation system are eligible to be included in the RIF RIP. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "...including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the Roadway Improvements Plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the RIF RIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The cost for location specific items such as bridges, drainage structures, railroad crossings, or any other special

components are added to each project, as appropriate. In addition, projects in which the City has contributed a portion, or all, of the project costs have been included in the RIP as lump sum projects. For future projects on the state highway system, a separate costing methodology was utilized that incorporated design criteria and unit prices unique to state highway projects. Based upon discussions with City of McKinney staff, it was determined that on average, 50% of TxDOT projects would be funded by the City. The following is a detailed description of the costing worksheet/ methodology for the Roadway Impact Fee RIP.

1. Overview of Roadway Impact Fee RIP Costing Worksheets

For each project a specific costing worksheet was developed (see **Appendix A**). Each worksheet contains project information, construction pay items, construction component allowances, and a summary of costs and allowances. An example of the costing sheets can be seen below.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
updated: 10/6/2020

Project Information:		Description:	Project No.	E-7	
Name:	WILMETH RD (14) 980' W OF AIRPORT DR TO 235' E			This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	
Limits:	OF AIRPORT DR				
Impact Fee Class:	M6D				
Thoroughfare Class:	Major Arterial				
Length (lf):	1,215				
Service Area(s):	E, Half				
Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	13,500	cy	\$ 10.00	\$ 135,000
209	Lime Treated Subgrade (8") (PK-12)	10,530	sy	\$ 7.00	\$ 73,710
309	9" Concrete Pavement	9,990	sy	\$ 60.00	\$ 599,400
409	4" Topsoil	4,725	sy	\$ 2.50	\$ 11,813
509	6" Curb & Gutter	4,860	lf	\$ 5.00	\$ 24,300
609	Allotment for Turn Lanes and Median Openings	741	sy	\$ 77.00	\$ 57,094
709	Moisture Conditioning	10,530	sy	\$ 8.00	\$ 84,240
Paving Construction Cost Subtotal:					\$ 985,566
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	29,567	
√ Pavement Markings/Markers		3%	\$	29,567	
√ Roadway Drainage	Standard Internal System	25%	\$	246,389	
√ Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	29,567	
√ Sewer	Incidental Adjustments	3%	\$	29,567	
√ Establish Turf / Erosion Control		2%	\$	19,711	
√ Illumination	Standard Illumination System	6%	\$	59,133	
Other:	Railroad Crossing		\$	500,000	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 943,500
Paving and Allowance Subtotal:				\$ 1,929,067	
Mobilization:				5%	\$ 96,453
Site Preparation:				5%	\$ 96,453
Construction Cost TOTAL:				\$ 2,122,000	
Construction Contingency:				15%	\$ 318,300
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,441,000	
Impact Fee Project Cost Summary					
Item Description	Notes:	Allowance	Item Cost		
Construction:		-	\$	2,441,000	
Engineering/Survey/Testing:		20%	\$	488,200	
2008 - 2012 City contribution			\$	-	
2012 - 2019 City contribution			\$	-	
ROW/Easement Acquisition:	Existing Alignment	20%	\$	488,200	
Impact Fee Project Cost TOTAL:				\$ 3,417,400	

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

2. Project Information

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

- Project Number – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project E-7 is in Service Area E and is the 7th project on the list.
- Name – A unique identifier for each project.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width and depth for the various elements in the facility cross section. The construction costs are variable, based on the proposed Master Thoroughfare Plan classification of the roadway. Additional classifications are utilized in cases where a portion of the facility currently exists, and the road is only to be widened. The following notations are used for these projects:
 - “(1/6)” for future six-lane facilities where one additional lane is needed;
 - “(1/3)” for future six-lane facilities where two additional lanes are needed;
 - “(1/2)” for facilities where half the facility still needs to be constructed;
 - “(2/3)” for future six-lane facilities where four additional lanes are needed.
- Thoroughfare Class – The ultimate classification according to the Master Thoroughfare Plan.
- Description – Describes the type of project identified. Includes; New, Widening, Partial Widening, and Previously Completed. Other specialized situations are noted such as previous City contributions.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service area where the project is located. Multiple service areas will be listed if the project lies along a service area boundary.

3. Construction Cost Pay Items

A typical roadway project consists of a number of costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, construction, and inspection. While the construction cost component of a project may actually consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items for both City and TxDOT roads are shown in **Table 4**.

Table 4. Construction Cost Pay Items

City Pay Items	TxDOT Pay Items
<ul style="list-style-type: none"> • Unclassified Street Excavation • Lime Treated Subgrade • Concrete Pavement • Top Soil • Curb and Gutter • Turn Lanes and Median Openings • Moisture Conditioning 	<ul style="list-style-type: none"> • Unclassified Street Excavation • Lime Treated Subgrade • HMAC Underlayment • Concrete Pavement • Top Soil • Curb and Gutter • Turn Lanes and Median Openings

4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include traffic control, pavement markings, drainage, water/sewer adjustments, turf/erosion control, and illumination. If the project type is “New,” traffic control was set to 1% and water/sewer adjustments were set to 0%. If the project is a “Partial Widening” drainage, water/sewer adjustments, and illumination were set to 0%. It is to be noted that this percentage is taken from the roadway construction cost.

An allotment of 5% was given for mobilization and site preparation based on the paving and allowance subtotal. In addition, contingency of 15% was given based on the construction cost total.

Lump sum dollar allowances are provided for special drainage structures and railroad crossings. The dollar amount for the drainage structure is based on project type and crossing length and has a minimum amount of \$250,000. An allotment of \$500,000 for railroad crossings were assumed.

5. RIP Allowances

To determine the total Impact Fee project cost, 20% of the construction with contingency cost is added for engineering, surveying, and testing. An additional allowance is given for right-of-way (ROW)/easement acquisition. New projects assumed a 35% allotment, Widening projects assumed a 20% allotment, and Partial Widenings assumed none. Additionally, City project cost contributions from 2008-2012 and from 2012-2019 were included, if applicable.

6. Impact Fee Project Cost

The Impact Fee Project Cost Total is then the Roadway Construction Items, Major Construction Component Allowances, and RIP Allowances. Based upon discussions with City of McKinney staff, TxDOT projects were included with a projected contribution of fifty percent (50%) of the total project. In addition, some projects have been included based on cost estimates from the City.

E. Summary of Roadway Impact Fee RIP Costs

Tables 5.A – 5.M are the 10-Year RIF RIP project lists for each service area with planning level project costs. Individual project cost worksheets can be seen in **Appendix A**, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are potentially recoverable through impact fees. Actual project costs are likely to change with time and are dependent on market and economic conditions that cannot be predicted.

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

**Table 5.A – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area A**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
A	A-1, C-1	M6D	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	0.63	50%	\$ 7,715,900	\$ 3,857,950
	A-2, D-1	M6D	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	0.30	50%	\$ 7,517,500	\$ 3,758,750
	A-3	G4D	STONEBRIDGE DR (1)	2,635' N OF UNNAMED 5 TO UNNAMED 5	0.50	50%	\$ 4,679,450	\$ 2,339,725
	Service Area Project Cost Subtotal							\$ 9,956,425
Roadway Impact Fee Update Cost (Per Service Area)							\$ 11,692	
Total Cost in SERVICE AREA A							\$ 9,968,117	

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

**Table 5.B – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area B**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
B	B-1, D-2	M6D	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	0.43	50%	\$ 4,904,200	\$ 2,452,100
	B-2	G6D	HARDIN BLVD (1)	CR 204 TO CR 206	0.08	50%	\$ 877,800	\$ 438,900
	B-3	G6D	HARDIN BLVD (2)	1,670' N OF OLYMPIC TO 730' S OF OLYMPIC	0.45	50%	\$ 4,837,000	\$ 2,418,500
	B-4	G6D	HARDIN BLVD (3)	1,940' N OF UNNAMED 5 TO UNNAMED 5	0.37	100%	\$ 4,090,450	\$ 4,090,450
	1	Inter-section	Signal	HARDIN BLVD & OLYMPIC		50%	\$ 300,000	\$ 150,000
	3		Signal	HARDIN BLVD & UNNAMED 5		50%	\$ 300,000	\$ 150,000
	Service Area Project Cost Subtotal							\$ 9,699,950
Roadway Impact Fee Update Cost (Per Service Area)							\$ 11,692	
Total Cost in SERVICE AREA B							\$ 9,711,642	

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

**Table 5.C – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area C**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
C	A-1, C-1	M6D	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	0.63	50%	\$ 7,715,900	\$ 3,857,950
	C-2	M6D	UNNAMED 5 (2)	RIDGE RD TO 1,505' E OF RIDGE RD	0.29	50%	\$ 3,137,400	\$ 1,568,700
	C-3	G6D	LAUD HOWELL PKWY (1)	695' W OF CUSTER RD TO CUSTER RD	0.13	50%	\$ 665,000	\$ 332,500
	C-4	G6D	LAUD HOWELL PKWY (2)	CUSTER RD TO 1,225' E OF CUSTER RD	0.23	100%	\$ 1,171,800	\$ 1,171,800
	C-5	G6D	LAUD HOWELL PKWY (3)	1,225' E OF CUSTER RD TO 2,070' E OF CUSTER RD	0.16	50%	\$ 808,500	\$ 404,250
	C-6	G6D	LAUD HOWELL PKWY (4)	840' E OF STONEBRIDGE DR TO 2,905' E OF STONEBRIDGE DR	0.39	50%	\$ 2,859,500	\$ 1,429,750
	C-7	G6D	LAUD HOWELL PKWY (5)	1,985' W OF RIDGE RD TO 1,230' E OF RIDGE RD	0.61	50%	\$ 3,073,000	\$ 1,536,500
	C-8	P6D	BLOOMDALE RD (1)	CUSTER RD TO 1,310' E OF CUSTER RD	0.25	100%	\$ 3,179,400	\$ 3,179,400
	C-9	P6D	BLOOMDALE RD (2)	1,310' E OF CUSTER RD TO 2,030' W OF STONEBRIDGE DR	0.40	50%	\$ 4,838,400	\$ 2,419,200
	C-10	P6D	BLOOMDALE RD (3)	2,030' W OF STONEBRIDGE DR TO 3,245' E OF STONEBRIDGE DR	1.00	100%	\$ 13,314,000	\$ 13,314,000
	C-11	P6D	BLOOMDALE RD (4)	3,245' E OF STONEBRIDGE DR TO 695' W OF RIDGE RD	0.26	50%	\$ 3,292,800	\$ 1,646,400
	C-12	P6D	BLOOMDALE RD (5)	695' W OF RIDGE RD TO RIDGE RD	0.13	100%	\$ 1,453,200	\$ 1,453,200
	C-13	P6D(2/3)	BLOOMDALE RD (6)	3,400' W OF LAKE FOREST DR TO LAKE FOREST DR	0.64	50%	\$ 4,650,800	\$ 2,325,400
	C-14	G4D	WILMETH RD (1)	3,725' W OF STONEBRIDGE DR TO 815' E OF STONEBRIDGE DR	0.86	100%	\$ 8,845,850	\$ 8,845,850
	C-15	G4D	WILMETH RD (2)	815' E OF STONEBRIDGE DR TO 995' W OF RIDGE RD	0.63	50%	\$ 6,200,600	\$ 3,100,300
	C-16	G4D(1/2)	WILMETH RD (3)	RIDGE RD TO 585' E OF RIDGE RD	0.11	100%	\$ 1,593,000	\$ 1,593,000
	C-17	G4D(1/2)	WILMETH RD (4)	1,095' E OF RIDGE RD TO 1,365' E OF RIDGE RD	0.05	100%	\$ 708,000	\$ 708,000
	C-18	P6D	CUSTER RD (1)	1,855' N OF LAUD HOWELL PKWY TO LAUD HOWELL PKWY	0.35	50%	\$ 1,834,000	\$ 917,000
	C-19	P6D	CUSTER RD (2)	LAUD HOWELL PKWY TO 2,775' N OF BLOOMDALE RD	0.53	100%	\$ 2,869,825	\$ 2,869,825
	C-20	P6D	CUSTER RD (3)	2,655' N OF BLOOMDALE RD TO 375' N OF WILMETH RD	1.19	50%	\$ 8,071,300	\$ 4,035,650
	C-21	G4D	STONEBRIDGE DR (2)	UNNAMED 5 TO 1,280' S OF UNNAMED 5	0.24	100%	\$ 2,763,650	\$ 2,763,650
	C-22	G4D	STONEBRIDGE DR (3)	1,570' S OF LAUD HOWELL PKWY TO 280' S OF WILMETH RD	1.51	100%	\$ 14,194,900	\$ 14,194,900
	C-23	G4D	STONEBRIDGE DR (4)	280' S OF WILMETH RD TO 1,195' S OF WILMETH RD	0.17	50%	\$ 2,117,300	\$ 1,058,650
	C-24	G4D	STONEBRIDGE DR (5)	1,195' S OF WILMETH RD TO 5,555' S OF WILMETH RD	0.83	100%	\$ 8,232,050	\$ 8,232,050
	C-25	G4D	STONEBRIDGE DR (6)	580' N OF US HIGHWAY 380 TO US HIGHWAY 380	0.11	100%	\$ 1,030,750	\$ 1,030,750
	C-26	M6D	RIDGE RD (1)	UNNAMED 5 TO 1,485' S OF UNNAMED 5	0.28	50%	\$ 3,095,400	\$ 1,547,700
	C-27	M6D	RIDGE RD (2)	LAUD HOWELL PKWY TO BAXTER WELL RD	0.59	100%	\$ 7,267,950	\$ 7,267,950
	C-28	M6D	RIDGE RD (3)	BAXTER WELL RD TO 2,160' S OF BLOOMDALE RD	0.83	50%	\$ 9,144,800	\$ 4,572,400
	C-29	M6D	RIDGE RD (4)	1,590' N OF WILMETH RD TO WILMETH RD	0.30	50%	\$ 3,756,200	\$ 1,878,100
	C-30	M6D(1/3)	RIDGE RD (5)	WILMETH RD TO 2,280' S OF WILMETH RD	0.43	100%	\$ 7,411,200	\$ 7,411,200
	C-31	M6D(1/3)	RIDGE RD (6)	1,860' N OF US HIGHWAY 380 TO 1,390' N OF US HIGHWAY 380	0.09	50%	\$ 1,455,000	\$ 727,500
	C-32	M6D(1/3)	RIDGE RD (7)	775' N OF US HIGHWAY 380 TO US HIGHWAY 380	0.15	100%	\$ 2,857,200	\$ 2,857,200
	C-33	M6D(1/3)	LAKE FOREST DR (2)	BLOOMDALE RD TO WILMETH RD	1.02	50%	\$ 5,008,981	\$ 2,504,491
	C-34, D-22	M6D(1/3)	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	0.98	50%	\$ 2,350,800	\$ 1,175,400
	2		Signal	RIDGE RD & UNNAMED 5		25%	\$ 300,000	\$ 75,000
	4		Signal	LAUD HOWELL PKWY & CUSTER RD		75%	\$ 300,000	\$ 225,000
	5		Signal	LAUD HOWELL PKWY & RIDGE RD		50%	\$ 300,000	\$ 150,000
	12		Intersection Improvement	CUSTER RD & BLOOMDALE RD		50%	\$ 150,000	\$ 75,000
	13		Signal	BLOOMDALE RD & STONEBRIDGE DR		100%	\$ 300,000	\$ 300,000
	14		Signal	BLOOMDALE RD & RIDGE RD		50%	\$ 300,000	\$ 150,000
	15	Intersection	Signal	BLOOMDALE RD & LAKE FOREST DR		25%	\$ 300,000	\$ 75,000
	23		Signal	STONEBRIDGE DR & WILMETH RD		100%	\$ 300,000	\$ 300,000
	24		Signal	WILMETH RD & RIDGEKNOLL AVE		100%	\$ 300,000	\$ 300,000
	25		Roundabout	LAKE FOREST DR & WILMETH RD		50%	\$ 1,830,000	\$ 915,000
	33		Signal Mod	US HIGHWAY 380 & STONEBRIDGE DR		50%	\$ 150,000	\$ 75,000
34		Signal	US HIGHWAY 380 & FOREST RIDGE LN		50%	\$ 300,000	\$ 150,000	
35		Signal	US HIGHWAY 380 & AUBURN HILLS PKWY		50%	\$ 300,000	\$ 150,000	
Service Area Project Cost Subtotal								\$ 116,870,616
Roadway Impact Fee Update Cost (Per Service Area)								\$ 11,692
Total Cost in SERVICE AREA C								\$ 116,882,308

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

**Table 5.D – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area D**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
D	A-2, D-1	M6D	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	0.30	50%	\$ 7,517,500	\$ 3,758,750
	B-1, D-2	M6D	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	0.43	50%	\$ 4,904,200	\$ 2,452,100
	D-3	G6D	LAUD HOWELL PKWY (6)	LAKE FOREST DR TO 1860' E OF HARDIN BLVD	2.65	100%	\$ 39,497,100	\$ 39,497,100
	D-4	G6D	LAUD HOWELL PKWY (7)	4,170' N OF TRINITY FALLS PKWY TO 240' N OF TRINITY FALLS	0.74	100%	\$ 8,774,550	\$ 8,774,550
	D-5	G6D(1/3)	LAUD HOWELL PKWY (8)	240' N OF TRINITY FALLS PKWY TO US HIGHWAY 75	0.38	100%	\$ 2,220,027	\$ 2,220,027
	D-6	G4D	TRINITY FALLS PKWY (1)	HARDIN BLVD TO 1,910' E OF HARDIN BLVD	0.36	100%	\$ 3,243,800	\$ 3,243,800
	D-7	G4D	TRINITY FALLS PKWY (2)	1,910' E OF HARDIN BLVD TO 2,675' E OF HARDIN BLVD	0.14	50%	\$ 1,300,600	\$ 650,300
	D-8	G4D	TRINITY FALLS PKWY (3)	COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY	0.34	50%	\$ 5,976,800	\$ 2,988,400
	D-9	G4D	TRINITY FALLS PKWY (4)	LAUD HOWELL PKWY TO 2,200' W OF LAUD HOWELL PKWY	0.42	100%	\$ 8,418,050	\$ 8,418,050
	D-10	M6D(1/3)	TRINITY FALLS PKWY (5)	4,275' N OF WESTON RD TO LAUD HOWELL PKWY	1.05	100%	\$ 7,622,400	\$ 7,622,400
	D-11	P6D	BLOOMDALE RD (7)	1,820' W OF TAYLOR-BURK DR TO TAYLOR-BURK DR	0.34	50%	\$ 3,799,600	\$ 1,899,800
	D-12	P6D	BLOOMDALE RD (8)	1,485' E OF CR 1006 TO 1,215' W OF CR 1007	0.29	100%	\$ 3,206,000	\$ 3,206,000
	D-13	P6D	BLOOMDALE RD (9)	1,225' W OF CR 1007 TO CR 1007	0.23	50%	\$ 3,001,600	\$ 1,500,800
	D-14	P6D(2/3)	BLOOMDALE RD (10)	CR 1007 TO HARDIN BLVD	0.37	100%	\$ 5,885,810	\$ 5,885,810
	D-15	P6D(1/3)	BLOOMDALE RD (11)	HARDIN BLVD TO COMMUNITY AVE	0.49	100%	\$ 5,165,390	\$ 5,165,390
	D-16	G4D	WILMETH RD (5)	LAKE FOREST DR TO UNNAMED A	0.90	50%	\$ 10,991,050	\$ 5,495,525
	D-17	G4D	WILMETH RD (6)	UNNAMED A TO 825' E OF UNNAMED A	0.16	100%	\$ 1,401,400	\$ 1,401,400
	D-18	G4D(1/2)	WILMETH RD (7)	825' E OF TAYLOR-BURK DR TO 1,380' E OF TAYLOR-BURK DR	0.11	100%	\$ 411,600	\$ 411,600
	D-19	G4D	WILMETH RD (8)	1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD	0.42	50%	\$ 3,803,800	\$ 1,901,900
	D-20	M6D(1/3)	WILMETH RD (9)	HARDIN BLVD TO US HIGHWAY 75	1.16	100%	\$ 2,799,600	\$ 2,799,600
	D-21	G6D	LAKE FOREST DR (1)	LAUD HOWELL PKWY TO 3,200' S OF LAUD HOWELL PKWY	0.61	50%	\$ 6,448,400	\$ 3,224,200
	C-34, D-22	M6D(1/3)	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	0.98	50%	\$ 2,350,800	\$ 1,175,400
	D-23	G4D	UNNAMED A (1)	5,785' N OF LAUD HOWELL PKWY TO 2,710' S OF LAUD HOWELL	1.61	100%	\$ 17,435,950	\$ 17,435,950
	D-24	G4D	UNNAMED A (2)	2,710' S OF LAUD HOWELL PKWY TO BLOOMDALE RD	0.49	50%	\$ 4,598,850	\$ 2,299,425
	D-25	G4D	UNNAMED A (3)	1,105' N OF WILMETH RD TO WILMETH RD	0.21	50%	\$ 1,876,000	\$ 938,000
	D-26	M4D	UNNAMED A (4)	WILMETH RD TO HARDIN BLVD	0.75	100%	\$ 5,969,050	\$ 5,969,050
	D-27	M4D	TAYLOR-BURK DR (1)	HARDIN BLVD TO SKYLINE DR	0.28	100%	\$ 2,038,250	\$ 2,038,250
	D-28	G6D	HARDIN BLVD (4)	UNNAMED 5 TO 1,550' S OF UNNAMED 5	0.29	50%	\$ 3,267,400	\$ 1,633,700
	D-29	G6D	HARDIN BLVD (5)	1,545' S OF UNNAMED 5 TO TRINITY FALLS PKWY	1.38	100%	\$ 21,290,800	\$ 21,290,800
	D-30	G6D	HARDIN BLVD (6)	TRINITY FALLS PKWY TO 1,815' S OF TRINITY FALLS PKWY	0.34	50%	\$ 4,102,000	\$ 2,051,000
	D-31	G6D	HARDIN BLVD (7)	1,815' S OF TRINITY FALLS PKWY TO 1,190' S OF BLOOMDALE RD	0.36	100%	\$ 4,538,400	\$ 4,538,400
	D-32	G6D(1/3)	HARDIN BLVD (8)	1,190' S OF BLOOMDALE RD TO 3,590' S OF BLOOMDALE RD	0.45	100%	\$ 1,070,400	\$ 1,070,400
	D-33	G6D(2/3)	HARDIN BLVD (9)	3,590' S OF BLOOMDALE RD TO WILMETH RD	0.33	50%	\$ 2,249,800	\$ 1,124,900
	D-34	G6D(1/3)	HARDIN BLVD (10)	WILMETH RD TO US HIGHWAY 380	1.23	100%	\$ 2,904,000	\$ 2,904,000
	D-35	G4D	COMMUNITY AVE (1)	TRINITY FALLS PKWY TO 1,275' S OF TRINITY FALLS PKWY	0.24	100%	\$ 2,164,400	\$ 2,164,400
	D-36	G4D(1/2)	COMMUNITY AVE (2)	1,275' S OF TRINITY FALLS PKWY TO BLOOMDALE RD	0.50	100%	\$ 1,960,000	\$ 1,960,000
	D-37	M4U(1/2)	COMMUNITY AVE (3)	BLOOMDALE RD TO 2,305' S OF BLOOMDALE RD	0.44	100%	\$ 1,174,600	\$ 1,174,600
	3		Signal	HARDIN BLVD & UNNAMED 5		50%	\$ 300,000	\$ 150,000
	6		Signal	LAUD HOWELL PKWY & LAKE FOREST DR		50%	\$ 300,000	\$ 150,000
	7		Signal	LAUD HOWELL PKWY & UNNAMED A		100%	\$ 300,000	\$ 300,000
	8		Signal	LAUD HOWELL PKWY & HARDIN BLVD		100%	\$ 300,000	\$ 300,000
	9		Signal	HARDIN BLVD & TRINITY FALLS PKWY		75%	\$ 300,000	\$ 225,000
	10		Roundabout	TRINITY FALLS PKWY & COMMUNITY AVE		50%	\$ 200,000	\$ 100,000
	11		Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY		50%	\$ 600,000	\$ 300,000
	16	Intersection	Signal	BLOOMDALE RD & UNNAMED A		25%	\$ 300,000	\$ 75,000
	17		Signal	BLOOMDALE RD & HARDIN BLVD		100%	\$ 300,000	\$ 300,000
	18		Signal	BLOOMDALE RD & COMMUNITY AVE		100%	\$ 300,000	\$ 300,000
19	Interchange Signals		US HIGHWAY 75 & BLOOMDALE RD		50%	\$ 600,000	\$ 300,000	
25	Roundabout		LAKE FOREST DR & WILMETH RD		50%	\$ 1,830,000	\$ 915,000	
26	Roundabout		WILMETH RD & UNNAMED A		75%	\$ 200,000	\$ 150,000	
27	Roundabout		HARDIN BLVD & WILMETH RD		75%	\$ 2,100,000	\$ 1,575,000	
32	Roundabout		HARDIN BLVD & TAYLOR-BURK DR		100%	\$ 1,200,000	\$ 1,200,000	
36			Under Construction	US HIGHWAY 380 & HARDIN BLVD		50%	\$ 780,682	\$ 390,341
							Service Area Project Cost Subtotal	\$ 189,016,118
							Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
							Total Cost in SERVICE AREA D	\$ 189,027,810

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

**Table 5.E – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area E**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
E	E-1	P6D(1/3)	BLOOMDALE RD (12)	US HIGHWAY 75 TO REDBUD BLVD	0.48	100%	\$ 955,200	\$ 955,200	
	E-2	P6D(2/3)	BLOOMDALE RD (13)	REDBUD BLVD TO AIRPORT DR	0.51	100%	\$ 3,361,400	\$ 3,361,400	
	E-3	M6D(1/3)	WILMETH RD (10)	US HIGHWAY 75 TO 2,570' E OF REDBUD BLVD	0.78	100%	\$ 1,935,600	\$ 1,935,600	
	E-4	M6D(2/3)	WILMETH RD (11)	2,570' E OF REDBUD BLVD TO STATE HIGHWAY 5	0.41	100%	\$ 2,608,200	\$ 2,608,200	
	E-5	M6D	WILMETH RD (12)	STATE HIGHWAY 5 TO 2,100' E OF SH 5	0.40	100%	\$ 5,068,500	\$ 5,068,500	
	E-6	M6D	WILMETH RD (13)	2,100' E OF SH 5 TO 980' W OF AIRPORT DR	0.25	100%	\$ 2,804,200	\$ 2,804,200	
	E-7	M6D	WILMETH RD (14)	980' W OF AIRPORT DR TO 235' E OF AIRPORT DR	0.23	50%	\$ 3,417,400	\$ 1,708,700	
	E-8	M6D	WILMETH RD (15)	1,150' W OF FM 2933 TO 400' E OF FM 2933	0.29	50%	\$ 3,229,800	\$ 1,614,900	
	E-9	M4D	REDBUD BLVD (1)	BLOOMDALE RD TO 2,930' S OF BLOOMDALE RD	0.55	100%	\$ 650,000	\$ 650,000	
	E-10	M4D(1/2)	REDBUD BLVD (2)	2,930' S OF BLOOMDALE RD TO WILMETH RD	0.31	100%	\$ 852,600	\$ 852,600	
	E-11	M6D	LAUD HOWELL PKWY (9)	US HIGHWAY 75 TO 2,620' S OF US HIGHWAY 75	0.50	50%	\$ 3,909,500	\$ 1,954,750	
	E-12	M6D	LAUD HOWELL PKWY (10)	2,620' S OF US HIGHWAY 75 TO BLOOMDALE RD	0.31	100%	\$ 1,876,700	\$ 1,876,700	
	E-13	P6D	LAUD HOWELL PKWY (11)	BLOOMDALE RD TO STATE HIGHWAY 5	0.16	100%	\$ 861,000	\$ 861,000	
	E-14	M6D	STATE HIGHWAY 5 (1)	4,700' N OF AIRPORT DR TO 3,995' N OF AIRPORT DR	0.13	50%	\$ 695,100	\$ 347,550	
	E-15	M6D	STATE HIGHWAY 5 (2)	1,915' N OF AIRPORT DR TO US HIGHWAY 380	2.27	100%	\$ 13,994,400	\$ 13,994,400	
	E-16	P6D	AIRPORT DR (1)	STATE HIGHWAY 5 TO 4,070' S OF STATE HIGHWAY 5	0.77	100%	\$ 9,379,050	\$ 9,379,050	
	E-17	P6D	AIRPORT DR (2)	WILMETH RD TO WOODLAWN RD (N)	0.53	100%	\$ 6,582,850	\$ 6,582,850	
	E-18	P6D	AIRPORT DR (3)	WOODLAWN RD (N) TO WOODLAWN RD (S)	0.29	100%	\$ 3,648,400	\$ 3,648,400	
	E-19	P6D	AIRPORT DR (4)	WOODLAWN RD (S) TO US HIGHWAY 380	0.73	100%	\$ 8,952,800	\$ 8,952,800	
	E-20	P6D(1/3)	UNNAMED C (1)	410' E OF STATE HIGHWAY 5 TO 3,010' E OF STATE HIGHWAY 5	0.49	100%	\$ 986,400	\$ 986,400	
	E-21	P6D	UNNAMED C (2)	WILMETH RD TO 2,615' S OF WILMETH RD	0.50	50%	\$ 2,806,300	\$ 1,403,150	
	11		Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY		50%	\$ 600,000	\$ 300,000	
	19		Interchange Signals	US HIGHWAY 75 & BLOOMDALE RD		50%	\$ 600,000	\$ 300,000	
	20		Signal	BLOOMDALE RD & REDBUD BLVD		100%	\$ 300,000	\$ 300,000	
	21		Signal	LAUD HOWELL PKWY & BLOOMDALE RD		100%	\$ 300,000	\$ 300,000	
	22		Signal Mod	STATE HIGHWAY 5 & LAUD HOWELL PKWY		100%	\$ 150,000	\$ 150,000	
	28		Signal	WILMETH RD & REDBUD BLVD		100%	\$ 300,000	\$ 300,000	
	29		Signal Mod	STATE HIGHWAY 5 & WILMETH RD		100%	\$ 150,000	\$ 150,000	
	30		Signal	AIRPORT DR & WILMETH RD		50%	\$ 300,000	\$ 150,000	
	31		Signal	UNNAMED C & WILMETH RD		50%	\$ 300,000	\$ 150,000	
	41		Signal Mod	US HIGHWAY 380 & AIRPORT DR		50%	\$ 150,000	\$ 75,000	
								Service Area Project Cost Subtotal	\$ 73,721,350
								Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
								Total Cost in SERVICE AREA E	\$ 73,733,042

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

**Table 5.F – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area F**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
F								
	No Impact Fee Eligible Roadway Projects							
								Service Area Project Cost Subtotal
							Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
							Total Cost in SERVICE AREA F	\$ 11,692

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

**Table 5.G – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area G**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
G	G-1	M6D(1/3)	VIRGINIA PKWY (1)	COIT RD TO 500' W OF INDEPENDENCE PKWY	0.90	100%	\$ 2,158,800	\$ 2,158,800	
	G-2	M6D(1/3)	VIRGINIA PKWY (2)	500' W OF INDEPENDENCE PKWY TO 325' E OF FORKHORN DR	0.33	50%	\$ 794,400	\$ 397,200	
	G-3	M6D(1/3)	VIRGINIA PKWY (3)	325' E OF FORKHORN DR TO 935' W OF VIRGINIA HILLS DR	0.28	50%	\$ 913,196	\$ 456,598	
	G-4	M6D(1/3)	VIRGINIA PKWY (4)	935' W OF VIRGINIA HILLS DR TO CUSTER RD	0.51	100%	\$ 1,661,863	\$ 1,661,863	
	G-5	M6D(1/3)	VIRGINIA PKWY (5)	CUSTER RD TO 410' E OF DANBURY RD	0.49	100%	\$ 1,182,000	\$ 1,182,000	
	G-6	M6D(1/6)	VIRGINIA PKWY (6)	410' E OF DANBURY RD TO VIRGINIA PARKLANDS BLVD	0.39	100%	\$ 392,400	\$ 392,400	
	G-7	M6D(1/3)	WESTRIDGE BLVD (1)	COIT RD TO 1,635' E OF COIT RD	0.31	50%	\$ 745,200	\$ 372,600	
	G-8	M6D(1/3)	WESTRIDGE BLVD (2)	1,635' E OF COIT RD TO 2,720' E OF INDEPENDENCE PKWY	1.22	100%	\$ 2,931,600	\$ 2,931,600	
	G-9	M6D(1/3)	WESTRIDGE BLVD (3)	2,720' E OF INDEPENDENCE PKWY TO CUSTER RD	0.50	50%	\$ 1,192,800	\$ 596,400	
	H-1, G-10	G6D(1/3)	ELDORADO PKWY (1)	CUSTER RD TO RIDGE RD	2.05	50%	\$ 5,202,000	\$ 2,601,000	
	G-11	M6D(1/3)	COIT RD (1)	US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY	1.53	50%	\$ 3,681,600	\$ 1,840,800	
	G-12	M6D(1/3)	COIT RD (2)	WESTRIDGE BLVD TO 2,595' S OF WESTRIDGE BLVD	0.49	50%	\$ 1,184,400	\$ 592,200	
	G-13	M6D(1/3)	INDEPENDENCE PKWY (1)	2,380' S OF US HIGHWAY 380 TO 4,465' S OF US HIGHWAY 380	0.39	100%	\$ 951,600	\$ 951,600	
	G-14	M6D(1/3)	INDEPENDENCE PKWY (2)	VIRGINIA PKWY TO 2,690' S OF WESTRIDGE BLVD	1.52	100%	\$ 3,666,000	\$ 3,666,000	
	G-15	P6D	CUSTER RD (4)	US HIGHWAY 380 TO WESTRIDGE BLVD	2.03	100%	\$ 3,260,945	\$ 3,260,945	
	G-16	P6D	CUSTER RD (5)	WESTRIDGE BLVD TO ELDORADO PKWY	1.02	100%	\$ 1,476,398	\$ 1,476,398	
	G-17, I-8	G4D	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	1.30	50%	\$ 550,813	\$ 275,407	
	33		Signal Mod	US HIGHWAY 380 & STONEBRIDGE DR		50%	\$ 150,000	\$ 75,000	
	34		Signal	US HIGHWAY 380 & FOREST RIDGE LN		50%	\$ 300,000	\$ 150,000	
	37		Signal	STONEBRIDGE DR & LACIMA DR		100%	\$ 300,000	\$ 300,000	
	38		Signal	RIDGE RD & HABERSHAM WAY		50%	\$ 343,000	\$ 171,500	
	43		Signal	INDEPENDENCE PKWY & VIRGINIA PKWY		50%	\$ 80,000	\$ 40,000	
	44		Under Construction	VIRGINIA PKWY & RIDGE RD		50%	\$ 390,341	\$ 195,171	
	47	Intersection	Signal	INDEPENDENCE PKWY & WESTRIDGE BLVD		100%	\$ 300,000	\$ 300,000	
	48		Under Construction	CUSTER RD & WESTRIDGE BLVD		75%	\$ 390,341	\$ 292,756	
	49		Roundabout	STONEBRIDGE DR & GLEN OAKS DR		100%	\$ 1,950,000	\$ 1,950,000	
	50		Roundabout	RIDGE RD & GLEN OAKS DR		50%	\$ 2,640,000	\$ 1,320,000	
	55		Signal	STONEBRIDGE DR & ALMA DR		100%	\$ 300,000	\$ 300,000	
	56		Signal	RIDGE RD & RUSH CREEK RD		50%	\$ 300,000	\$ 150,000	
	57		Signal	RIDGE RD & BERKSHIRE RD		50%	\$ 300,000	\$ 150,000	
								Service Area Project Cost Subtotal	\$ 30,208,237
								Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
								Total Cost in SERVICE AREA G	\$ 30,219,929

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

**Table 5.H – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area H**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
H	H-1, G-10	G6D(1/3)	ELDORADO PKWY (1)	CUSTER RD TO RIDGE RD	2.05	50%	\$ 5,202,000	\$ 2,601,000	
	H-2	M4D(1/2)	SILVERADO TRL (1)	CUSTER RD TO BURNETT DR	0.37	100%	\$ 2,746,293	\$ 2,746,293	
	H-3	M4D	SILVERADO TRL (2)	ALMA DR TO ALFALFA DR	0.22	100%	\$ 141,088	\$ 141,088	
	H-4	P6D(1/3)	STACY RD (1)	CUSTER RD TO RIDGE RD	2.03	100%	\$ 4,479,991	\$ 4,479,991	
	H-5	P6D	CUSTER RD (6)	ELDORADO PKWY TO STONEBRIDGE DR	0.39	100%	\$ 622,725	\$ 622,725	
	H-6	G4D	ALMA DR (1)	805' S OF BEAVER CREEK DR TO SILVERADO TRL	0.37	100%	\$ 239,850	\$ 239,850	
	H-7	M6D(1/3)	ALMA DR (2)	SILVERADO TRL TO STACY RD	0.50	100%	\$ 1,522,102	\$ 1,522,102	
	H-8, I-9	M6D(1/3)	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	0.69	50%	\$ 1,662,000	\$ 831,000	
	H-9	M6D(1/3)	MCKINNEY RANCH PKWY (1)	RIDGE RD TO STACY RD	0.77	100%	\$ 1,857,600	\$ 1,857,600	
	65		Signal	CUSTER RD & SILVERADO TRL		50%	\$ 300,000	\$ 150,000	
	66		Signal	MCKINNEY RANCH PKWY & SILVERADO TRL		100%	\$ 300,000	\$ 300,000	
	71		Signal	STACY RD & MCKINNEY RANCH PKWY		100%	\$ 300,000	\$ 300,000	
	75	Intersection	Signal	CUSTER RD & PARADISE DR		50%	\$ 300,000	\$ 150,000	
	76		Signal	STACY RD & COLLIN MCKINNEY PKWY		50%	\$ 300,000	\$ 150,000	
	77		Signal	ALMA DR & HENNEMAN WAY		100%	\$ 300,000	\$ 300,000	
								Service Area Project Cost Subtotal	\$ 16,391,649
								Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
							Total Cost in SERVICE AREA H	\$ 16,403,341	

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

**Table 5.I – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area I**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
I	I-1	M6D	VIRGINIA PKWY (7)	1035' E OF RIDGE RD TO 1355' W OF HARDIN BLVD	1.43	100%	\$ 2,567,378	\$ 2,567,378
	I-2	M6D	VIRGINIA PKWY (8)	1355' W OF HARDIN BLVD TO HARDIN BLVD	0.26	100%	\$ 531,979	\$ 531,979
	I-3	G6D(1/3)	ELDORADO PKWY (2)	RIDGE RD TO HARDIN BLVD	2.07	100%	\$ 4,857,600	\$ 4,857,600
	I-4	M6D(1/3)	MCKINNEY RANCH PKWY (2)	RIDGE RD TO HARDIN BLVD	1.80	100%	\$ 4,338,000	\$ 4,338,000
	I-5	G4D	COLLIN MCKINNEY PKWY (2)	LAKE FOREST DR TO COTTONWOOD CREEK	0.31	100%	\$ 1,777,105	\$ 1,777,105
	I-6	G4D(1/2)	COLLIN MCKINNEY PKWY (3)	COTTONWOOD CREEK TO 1110' E OF TINA DR	0.55	100%	\$ 3,221,002	\$ 3,221,002
	I-7	G4D	COLLIN MCKINNEY PKWY (4)	1110' E OF TINA TO HARDIN BLVD	0.19	100%	\$ 1,101,893	\$ 1,101,893
	G-17, I-8	G4D	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	1.30	50%	\$ 550,813	\$ 275,407
	H-8, I-9	M6D(1/3)	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	0.69	50%	\$ 1,662,000	\$ 831,000
	I-10, J-6	G6D(1/3)	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	1.58	50%	\$ 13,584,097	\$ 6,792,049
	I-11, J-7	G6D(1/3)	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	2.64	50%	\$ 6,208,800	\$ 3,104,400
	35		Signal	US HIGHWAY 380 & AUBURN HILLS PKWY		50%	\$ 300,000	\$ 150,000
	36		Under Construction	US HIGHWAY 380 & HARDIN BLVD		25%	\$ 780,682	\$ 195,171
	38		Signal	RIDGE RD & HABERSHAM WAY		50%	\$ 343,000	\$ 171,500
	44		Under Construction	VIRGINIA PKWY & RIDGE RD		50%	\$ 390,341	\$ 195,171
	45		Signal	VIRGINIA PKWY & JOPLIN DR		100%	\$ 300,000	\$ 300,000
	46		Signal	VIRGINIA PKWY & VILLAGE DR		100%	\$ 300,000	\$ 300,000
	50		Roundabout	RIDGE RD & GLEN OAKS DR		50%	\$ 2,640,000	\$ 1,320,000
	51		Roundabout	LAKE FOREST DR & GLEN OAKS DR		100%	\$ 1,900,000	\$ 1,900,000
	56		Signal	RIDGE RD & RUSH CREEK RD		50%	\$ 300,000	\$ 150,000
	57		Signal	RIDGE RD & BERKSHIRE RD		50%	\$ 300,000	\$ 150,000
	58		Signal	HARDIN BLVD & MAVERICK TRL		50%	\$ 300,000	\$ 150,000
	59		Signal	ELDORADO PKWY & WOODSON DR		100%	\$ 300,000	\$ 300,000
	60		Signal	ELDORADO PKWY & HIGHLANDS DR		100%	\$ 300,000	\$ 300,000
	72		Signal	LAKE FOREST DR & COLLIN MCKINNEY PKWY		100%	\$ 300,000	\$ 300,000
	73		Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY		50%	\$ 300,000	\$ 150,000
	76		Signal	STACY RD & COLLIN MCKINNEY PKWY		50%	\$ 300,000	\$ 150,000
							Service Area Project Cost Subtotal	\$ 35,579,653
							Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
							Total Cost in SERVICE AREA I	\$ 35,591,345

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

**Table 5.J – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area J**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
J	J-1	M4D	WHITE AVE (1)	HARDIN BLVD TO BOIS D'ARC RD	0.17	100%	\$ 981,328	\$ 981,328
	J-2	M4D	WHITE AVE (2)	BOIS D'ARC RD TO COMMUNITY AVE	0.93	100%	\$ 213,991	\$ 213,991
	J-3	M6D	VIRGINIA PKWY (9)	HARDIN BLVD TO US HIGHWAY 75	1.60	100%	\$ 3,267,873	\$ 3,267,873
	J-4	G6D(1/3)	ELDORADO PKWY (3)	710' E OF US HIGHWAY 75 TO 1,180' E OF BARRANCA WAY	1.08	100%	\$ 4,047,600	\$ 4,047,600
	J-5	M3U	COLLIN MCKINNEY PKWY (5)	2,100' E OF HARDIN BLVD TO MCKINNEY RANCH PKWY	0.33	100%	\$ 1,953,000	\$ 1,953,000
	I-10, J-6	G6D(1/3)	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	1.58	50%	\$ 13,584,097	\$ 6,792,049
	I-11, J-7	G6D(1/3)	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	2.64	50%	\$ 6,208,800	\$ 3,104,400
	J-8	M4D	MEDICAL CENTER DR	STATE HIGHWAY 121 TO 1,685' S OF STATE HIGHWAY 121	0.32	100%	\$ 2,240,000	\$ 2,240,000
	J-9, K-7	M6D	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY	0.47	50%	\$ 4,647,300	\$ 2,323,650
	J-10, K-8	M4D	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	0.67	50%	\$ 2,223,200	\$ 1,111,600
	J-11	M4D	STATE HIGHWAY 5 (6)	3,525' S OF STATE HIGHWAY 121 TO 4,520' S OF STATE HIGHWAY	0.19	50%	\$ 627,900	\$ 313,950
	36		Under Construction	US HIGHWAY 380 & HARDIN BLVD		25%	\$ 780,682	\$ 195,171
	39		Signal	WHITE AVE & JORDAN RD		100%	\$ 300,000	\$ 300,000
	58		Signal	HARDIN BLVD & MAVERICK TRL		50%	\$ 300,000	\$ 150,000
	61		Intersection Improvements	ELDORADO PKWY & CRAIG DR		100%	\$ 150,000	\$ 150,000
	62		Signal	STATE HIGHWAY 5 & STEWART RD		50%	\$ 300,000	\$ 150,000
	67		Signal	MCKINNEY RANCH PKWY & COLLIN MCKINNEY PKWY		100%	\$ 300,000	\$ 300,000
	68		Signal	COLLIN MCKINNEY PKWY & CRAIG DR		100%	\$ 300,000	\$ 300,000
	69		Signal	STATE HIGHWAY 5 & ENTERPRISE DR		50%	\$ 300,000	\$ 150,000
73		Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY		50%	\$ 300,000	\$ 150,000	
							Service Area Project Cost Subtotal	\$ 28,194,611
							Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
							Total Cost in SERVICE AREA J	\$ 28,206,303

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

**Table 5.K – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area K**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
K	K-1	2UO	VIRGINIA STREET	225' W OF AIRPORT DR TO AIRPORT DR	0.04	100%	\$ 779,650	\$ 779,650	
	K-2	G6D(1/3)	ELDORADO PKWY (4)	1,180' E OF BARRANCA WAY TO STATE HIGHWAY 5	0.40	100%	\$ 1,699,200	\$ 1,699,200	
	K-3	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (1)	STATE HIGHWAY 121 TO AIRPORT DR	1.46	100%	\$ 1,839,600	\$ 1,839,600	
	K-4, L-1	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	0.19	50%	\$ 234,600	\$ 117,300	
	K-5, L-2	P6D	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	0.60	50%	\$ 3,267,400	\$ 1,633,700	
	K-6	M6D	STATE HIGHWAY 5 (3)	INDUSTRIAL BLVD TO 640' S OF HARRY MCKILLOP BLVD / FM 546	0.40	100%	\$ 2,064,300	\$ 2,064,300	
	J-9, K-7	M6D	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY 121	0.47	50%	\$ 4,647,300	\$ 2,323,650	
	J-10, K-8	M4D	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	0.67	50%	\$ 2,223,200	\$ 1,111,600	
	K-9, L-6	P6D(1/3)	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546	2.63	50%	\$ 6,322,800	\$ 3,161,400	
	K-10, L-7	P6D	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	0.09	50%	\$ 2,925,200	\$ 1,462,600	
	40	Intersection	Signal	STATE HIGHWAY 5 & SMITH ST			100%	\$ 300,000	\$ 300,000
	41		Signal Mod	US HIGHWAY 380 & AIRPORT DR			50%	\$ 150,000	\$ 75,000
	52		Roundabout	WILSON CREEK PKWY & PARK VIEW AVE			100%	\$ 1,820,000	\$ 1,820,000
	53		Signal	WILSON CREEK PKWY & COLLEGE ST			100%	\$ 300,000	\$ 300,000
	54		Signal	AIRPORT DR & ELM ST			50%	\$ 300,000	\$ 150,000
	62		Signal	STATE HIGHWAY 5 & STEWART RD			50%	\$ 300,000	\$ 150,000
	63		Signal	HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR			75%	\$ 300,000	\$ 225,000
	69		Signal	STATE HIGHWAY 5 & ENTERPRISE DR			50%	\$ 300,000	\$ 150,000
	Service Area Project Cost Subtotal							\$ 19,363,000	
	Roadway Impact Fee Update Cost (Per Service Area)							\$ 11,692	
Total Cost in SERVICE AREA K							\$ 19,374,692		

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

**Table 5.L – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area L**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
L	K-4, L-1	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	0.19	50%	\$ 234,600	\$ 117,300	
	K-5, L-2	P6D	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	0.60	50%	\$ 3,267,400	\$ 1,633,700	
	L-3	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (1)	510' W OF HARRY MCKILLOP BLVD / FM 546 (N) TO 1,335' E OF HARRY MCKILLOP BLVD / FM 546 (N)	0.35	100%	\$ 2,153,725	\$ 2,153,725	
	L-4	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (2)	3,480' W OF UNNAMED D TO UNNAMED D	0.66	100%	\$ 3,843,225	\$ 3,843,225	
	L-5	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (1)	HARRY MCKILLOP BLVD / FM 546 (S) TO 1,865' E OF HARRY MCKILLOP BLVD / FM 546 (S)	0.35	100%	\$ 2,166,900	\$ 2,166,900	
	K-9, L-6	P6D(1/3)	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546	2.63	50%	\$ 6,322,800	\$ 3,161,400	
	K-10, L-7	P6D	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	0.09	50%	\$ 2,925,200	\$ 1,462,600	
	L-8	P6D	UNNAMED C (3)	US HIGHWAY 380 TO 2,435' S OF US HIGHWAY 380	0.46	100%	\$ 5,807,850	\$ 5,807,850	
	L-9, M-5	P6D	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	0.25	50%	\$ 2,830,300	\$ 1,415,150	
	L-10, M-6	P6D	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	0.87	50%	\$ 10,002,150	\$ 5,001,075	
	41	Intersection	Signal Mod	US HIGHWAY 380 & AIRPORT DR			50%	\$ 150,000	\$ 75,000
	42		Signal	US HIGHWAY 380 & UNNAMED C			50%	\$ 300,000	\$ 150,000
	54		Signal	AIRPORT DR & ELM ST			50%	\$ 300,000	\$ 150,000
	63		Signal	HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR			75%	\$ 300,000	\$ 225,000
	70		Signal	HARRY MCKILLOP BLVD / FM 546 (S) & HARRY MCKILLOP BLVD / FM 546 (N)			100%	\$ 300,000	\$ 300,000
	74		Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)			50%	\$ 300,000	\$ 150,000
Service Area Project Cost Subtotal							\$ 27,812,925		
Roadway Impact Fee Update Cost (Per Service Area)							\$ 11,692		
Total Cost in SERVICE AREA L							\$ 27,824,617		

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

**Table 5.M – 10-Year Roadway Impact Fee RIP
with Conceptual Level Cost Projections – Service Area M**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area	
M	M-1	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (2)	110' E OF UNNAMED C TO 300' E OF UNNAMED C	0.04	50%	\$ 196,075	\$ 98,038	
	M-2	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (3)	1,700' N OF HARRY MCKILLOP BLVD / FM 546 TO 2,050' N OF HARRY MCKILLOP BLVD / FM 546	0.07	50%	\$ 361,150	\$ 180,575	
	M-3	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (4)	405' N OF HARRY MCKILLOP BLVD / FM 546 TO 675' N OF HARRY MCKILLOP BLVD / FM 546	0.05	50%	\$ 279,000	\$ 139,500	
	M-4	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (3)	UNNAMED C TO 695' E OF UNNAMED C	0.13	100%	\$ 719,975	\$ 719,975	
	L-9, M-5	P6D	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	0.25	50%	2830300	\$ 1,415,150	
	L-10, M-6	P6D	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	0.87	50%	\$ 10,002,150	\$ 5,001,075	
	64	Inter-section	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (N)		50%	\$ 300,000	\$ 150,000	
	74		Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)		50%	\$ 300,000	\$ 150,000	
								Service Area Project Cost Subtotal	\$ 7,854,313
								Roadway Impact Fee Update Cost (Per Service Area)	\$ 11,692
							Total Cost in SERVICE AREA M	\$ 7,866,005	

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

F. Service Unit Calculation

The basic service unit for the computation of McKinney's RIF is the vehicle-mile of travel during the afternoon peak-hour (as explained on Pg. 27). To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service areas for the ten-year period.

The growth in vehicle-miles from 2019 to 2029 is based upon projected changes in residential units and non-residential growth for the period. To determine this growth, estimates of residential units, basic, service, and retail square footages for 2019 were made by the City, along with growth projections for each of these demographic statistics through 2029. The *2019 Land Use Assumptions* details the growth estimates used for impact fee determination.

The population and non-residential square footage statistics in the Land Use Assumptions provides the "independent variables" that are used to calculate the existing (2019) and projected (2029) transportation service units used to establish the roadway impact fee maximum rates within each service area. The roadway demand service units (vehicle-miles) for each service area are the sum of the vehicle-miles "generated" by each category of land use in the service area.

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

For non-residential land uses, the process is similar. The Land Use Assumptions section of this report provides the existing and projected number of building square footages for three (3) categories of non-residential uses – basic, service, and retail. These categories correspond to an aggregation of other specific land use categories based on the North American Industrial Classification System (NAICS).

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. This characteristic is more appropriate than the number of employees, because building square footage is tied more closely to trip generation and is known at the time of application for any development that would require the assessment of an impact fee.

The existing and projected land use assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a *transportation demand factor* is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE Trip Generation Manual, 10th Edition* and information from the National Household Travel Survey (NHTS) performed by the Federal Highway Administration (FHWA).

The *ITE Trip Generation Manual, 10th Edition* provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be

traveling past that particular establishment anyway, such as a trip between work and home. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail trip generation rates to avoid double counting trips.

The next component of the *transportation demand factor* accounts for the length of each trip. The average trip length for each category is based on the region-wide travel characteristics survey conducted by NHTS and other generally accepted planning principles.

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

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

Where... $L_{Max} = \min (L * OD \text{ or } SA_L)$

Variables:

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L = Average Trip Length (miles),
- L_{Max} = Maximum Trip Length (miles),
- OD = Origin-Destination Reduction (50%); and
- SA_L = Max Service Area Trip Length (see **Table 6**)

The maximum trip length, for land uses which are characterized by longer average trip lengths (primarily residential uses), has been limited to a length based on the nature of the roadway network within the service area, along with consideration of the existing City boundaries. Although Chapter 395 of the Texas Local Government Code allows for a service area diameter of six (6) miles, the City of McKinney has set service area boundaries in anticipation of the ultimate corporate limits. Therefore, the individual service areas have different trip characteristics. In order to account for these differences, the values shown in **Table 6** were used for calculation of the *transportation demand factor* for each service area.

Table 6. Maximum Trip Lengths by Service Area

Service Area	Max. Trip Length (mi)	Service Area	Max. Trip Length (mi)
A	0.50	H	4.65
B	1.30	I	6.00
C	4.00	J	6.00
D	6.00	K	5.30
E	4.80	L	3.50
F	0.00	M	1.50
G	6.00		

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

Tables 7A and 7B show the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land use categories in Service Areas C and I. The values utilized for all variables shown in the *transportation demand factor* equation are also shown in the table.

Table 7.A. Transportation Demand Factor Calculations – SA C Examples

Variable	Single Family	Basic	Service	Retail
T	0.99	0.63	1.15	3.81
P_b	0%	0%	0%	34%
L_{Max} *	4.00	4.00	4.00	2.80
TDF	3.96	2.52	4.60	7.03

Table 7.B. Transportation Demand Factor Calculations – SA I Examples

Variable	Single Family	Basic	Service	Retail
T	0.99	0.63	1.15	3.81
P_b	0%	0%	0%	34%
L_{Max} *	4.90	5.01	6.00	2.80
TDF	4.85	3.16	6.90	7.03

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in **Table 8**. This table shows the total vehicle-miles by service area for the years 2019 and 2029. These estimates and projections lead to the Vehicle-Miles of Travel for the 10-year period.

Table 8. 10-Year Growth Projections

SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET ⁴			TRANS. DEMAND FACTOR ⁵			NON-RESIDENTIAL VEHICLE-MILES ⁹			TOTAL VEHICLE MILES ¹⁰	
	POPULATION ¹	DWELLING UNITS ¹	TDF ²	VEHICLE MILES ³	BASIC	SERVICE	RETAIL	BASIC ⁶	SERVICE ⁷	RETAIL ⁸	BASIC	SERVICE		RETAIL
A	306	115	0.50	58	23,500	0	81,515	0.58	1.26	103	8	0	103	111
B	2,834	973	1.29	1,255	0	0	16,699	1.50	3.26	54	0	0	54	1,309
C	8,429	2,959	3.96	11,718	227,746	632,125	278,982	4.60	7.03	1,961	574	2,908	1,961	5,443
D	11,213	3,343	4.85	16,214	0	3,104,234	1,255,451	6.90	7.03	8,826	0	21,419	8,826	30,245
E	3,905	1,204	4.75	5,719	3,624,114	478,284	1,754,966	5.52	7.03	12,337	10,945	2,640	12,337	31,641
F	1,485	556	0.00	0	212,216	27,295	263,232	0.00	0.00	0	0	0	0	0
G	50,272	17,987	4.85	87,237	899,720	1,889,230	2,428,620	6.90	7.03	17,073	2,843	13,086	17,073	32,952
H	29,944	12,197	4.60	56,106	581,141	1,933,505	2,627,061	5.35	7.03	18,468	1,703	10,344	18,468	30,515
I	39,502	13,959	4.85	67,701	352,879	2,397,595	1,433,682	6.90	7.03	10,079	1,115	16,543	10,079	27,737
J	24,011	10,072	4.85	48,849	1,649,518	2,754,401	3,513,500	6.90	7.03	24,700	5,212	19,005	24,700	48,917
K	20,558	7,651	4.85	37,107	5,125,000	2,871,086	2,325,009	6.10	7.03	16,345	16,195	17,514	16,345	50,054
L	182	75	3.47	260	561,885	499,422	82,826	4.03	7.03	582	1,242	2,013	582	4,097
M	370	164	1.49	244	66,320	14,572	0	1.73	3.77	0	63	25	0	88
Totals	193,011	71,255		332,468	13,324,039	16,601,749	16,061,533			110,528	39,900	105,447	110,528	255,875

Year 2029

SERVICE AREA	RESIDENTIAL VEHICLE-MILES			SQUARE FEET ⁴			TRANS. DEMAND FACTOR ⁵			NON-RESIDENTIAL VEHICLE-MILES ⁹			TOTAL VEHICLE MILES ¹⁰	
	POPULATION ¹	DWELLING UNITS ¹	TDF ²	VEHICLE MILES ³	BASIC	SERVICE	RETAIL	BASIC ⁶	SERVICE ⁷	RETAIL ⁸	BASIC	SERVICE		RETAIL
A	306	115	0.50	58	23,500	0	81,515	0.58	1.26	103	8	0	103	111
B	24,705	7,932	1.29	10,232	10,071	207,903	102,935	1.50	3.26	336	8	312	336	656
C	15,374	5,271	3.96	20,873	227,746	1,358,193	717,975	4.60	7.03	5,047	574	6,248	5,047	11,869
D	28,583	9,620	4.85	46,657	59,635	3,804,295	2,085,852	6.90	7.03	14,664	188	26,250	14,664	41,102
E	6,411	2,077	4.75	9,866	6,106,522	678,020	2,480,150	5.52	7.03	17,435	18,442	3,743	17,435	39,620
F	2,198	674	0.00	0	232,107	99,078	475,970	0.00	0.00	0	0	0	0	0
G	51,402	18,422	4.85	89,347	930,350	1,958,638	3,147,880	6.90	7.03	22,130	2,940	13,515	22,130	38,585
H	38,383	15,692	4.60	72,183	596,073	3,740,251	3,414,730	5.35	7.03	24,006	1,746	20,010	24,006	45,762
I	43,720	15,567	4.85	75,500	464,983	2,650,436	2,633,350	6.90	7.03	18,512	1,469	18,288	18,512	38,269
J	28,123	11,462	4.85	55,591	1,876,524	4,487,519	4,288,130	6.90	7.03	67,040	5,930	30,964	67,040	122,631
K	22,258	8,290	4.85	40,207	5,629,952	3,118,346	2,656,021	6.10	7.03	18,672	17,791	19,022	18,672	55,485
L	182	75	3.47	260	1,159,239	612,935	99,263	4.03	7.03	698	2,562	2,470	698	5,990
M	439	187	1.49	279	237,897	46,200	13,786	1.73	3.77	52	226	80	52	358
Totals	262,084	95,384		421,053	17,554,599	22,761,814	22,197,557			151,801	51,884	140,902	151,801	344,587

VEHICLE-MILES OF INCREASE (2019 - 2029)¹¹

SERVICE AREA	VEH-MILES
A	0
B	9,578
C	15,562
D	41,299
E	17,845
F	0
G	7,742
H	31,324
I	18,332
J	24,864
K	8,530
L	1,893
M	304
Total	177,293

- Notes:
- From 2019 Land Use Assumptions Report
 - Transportation Demand Factor for each Service Area (from LUMMET) using Single Family Detached Housing land use and trip generation rate
 - Calculated by multiplying TDF by the number of dwelling units
 - From 2019 Land Use Assumptions Report
 - Trip generation rate and Transportation Demand Factors from LUMMET for each land use
 - 'Basic' corresponds to General Light Industrial land use and trip generation rate
 - 'Service' corresponds to General Office land use and trip generation rate
 - 'Retail' corresponds to Shopping Center land use and trip generation rate
 - Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use
 - Residential plus non-residential vehicle-mile totals for each Service Area
 - Total Vehicle-Miles (2019) subtracted from Total Vehicle Miles (2029)

V. ROADWAY IMPACT FEE CALCULATION

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible RIF RIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed.

Table 9 illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation.

Table 9. Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
1	<i>Total Vehicle-Miles of Capacity Added by the RIF RIP</i>	The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from Appendix B – RIF RIP Units of Supply)

Each project identified in the RIP will add a certain amount of capacity to the City’s roadway network based on its length and classification. This line displays the total amount added within each service area.

2	<i>Total Vehicle-Miles of Existing Demand</i>	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – RIF RIP Units of Supply)
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A number of facilities identified in the RIF RIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

3	<i>Total Vehicle-Miles of Existing Deficiencies</i>	Number of vehicle-miles of travel that are not accommodated by the existing roadway system (from Appendix C – Existing Facilities Inventory)
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In order to ensure that existing deficiencies on the City’s roadway network are not recoverable through impact fees, this line is based on the entire roadway network within the service area. Any roadway within the service area that is deficient – even those not identified on the Impact Fee RIP – will have these additional trips removed from the calculation.

4	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	A measurement of the amount of vehicle-miles added by the RIP that will not be utilized by existing demand (Line 1 – Line 2 – Line 3)
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This calculation identifies the portion of the Impact Fee RIP (in vehicle-miles) that may be recoverable through the collection of impact fees.

5	<i>Total Cost of the RIP within the Service Area</i>	The total cost of the projects within each service area (from Table 5: 10-Year Roadway Impact Fee RIP with Conceptual Level Cost Opinions)
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This line simply identifies the total cost of all of the projects identified in each service area.

6	<i>Cost of Net Capacity Supplied</i>	The total RIP cost (Line 5) prorated by the ratio of Net Capacity Added (Line 4) to Total Capacity Added (Line 1). [(Line 4 / Line 1) * (Line 5)]
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Using the ratio of vehicle-miles added by the Impact Fee RIP available to serve future growth to the total vehicle-miles added, the total cost of the Impact Fee RIP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

7	<i>Cost to Meet Existing Needs and Usage</i>	The difference between the Total Cost of the RIP (Line 5) and the Cost of the Net Capacity supplied (Line 6). (Line 5 – Line 6)
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This line is provided for information purposes only – it is to present the portion of the total cost of the Impact Fee RIP that is required to meet existing demand.

8	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the Land Use Assumptions , an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 8)
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This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

9	<i>Percent of Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (Line 8) by the Net Amount of Capacity Added (Line 4), limited to 100% (Line 10). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
10	<i>Chapter 395 Check</i>	

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

11	<i>Cost of Capacity Added Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 6) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 9).
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This value is the total Impact Fee RIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

B. Plan for the Roadway Impact Fee Credit

Chapter 395 of the Texas Local Government Code requires the RIF RIP to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

- (A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or
- (B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the Capital Improvements Plan...”

The plan following 395.014(T)(A) is summarized, as prepared by NewGen Strategies & Solutions, Inc., in **Appendix D** and **E**, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of **Table 9** that utilize this credit calculation.

Table 9 (Cont'd). Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
12	Financing Costs	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
13	Existing Fund Balance	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
14	Interest Earnings	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
15	Cost of the RIP and Financing Attributable to New Growth	The sum of the Cost of Capacity Added Attributable to New Growth, Financing Costs, and Interest Earnings. (Line 11 + Line 12 + Line 13+Line 14)
16	Pre-Credit Maximum Fee Per Service Unit	Found by dividing the Cost of the RIP and Financing Attributable to New Growth (Line 15) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8) . (Line 15 / Line 8)
17	Credit for Ad Valorem Taxes	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
18	Recoverable Cost of RIP and Financing	The difference between the Cost of the RIP and Financing Attributable to New Growth (Line 15) and the Credit for Ad Valorem Taxes (Line 17) . (Line 15 + Line 17)
19	Maximum Assessable Fee Per Service Unit	Found by dividing the Recoverable Cost of the RIP and Financing (Line 18) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8) . (Line 18 / Line 8)

C. Financial Component of Impact Fee Determination

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

- Financing
 - Method of financing (i.e. cash or debt financing)
 - The level of financing (e.g. 100% debt)
 - Cost of financing
 - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Vehicle Mile Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Roadway Improvements

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

Once the cost of capacity added that is attributable to growth (**Table 10 - line 11**) is determined, it must then be decided how the cost will be financed: cash and/or debt. For any previously funded projects, whether partially funded or in full, actual costs of capital have been included. Based on discussions with City staff, unless specific funding has already been determined, it is assumed that the City will debt finance 50% of the future project costs, and the remaining 50% with cash.

For debt financing, the cost of financing is based on the City staff estimates of future debt costs for bonds issued with 20-year terms, as shown in **Appendix E**. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

Currently, the exact timing and annual level of cash capital expenditures over the forecast period is indeterminate; therefore, it is assumed that capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed that for debt-financed capital projects, the City will expend debt proceeds over a 3-year timeframe. For the calculation of the maximum assessable impact fee, debt is assumed to be issued in equal amounts for each year. In order to recognize the full amount of debt to be issued for the cost of capacity added that is attributable to growth during the 10-year period, a portion of years 8, 9, and 10 are assumed to be spent in the final 3 years.

Because debt is issued over 20-year terms and impact fees developed herein are to be charged over a 10-year period, sufficient fund balance must be generated to meet the future debt service obligations. Fund balances were identified for each service area as a potential source for the current Impact Fee CIP. Because of the generation of the fund balance, excess monies will be available for interest earnings.

Chapter 395 states that interest earnings are funds of the impact fee account and are to be held to the same restrictions as impact fee revenues. Therefore, in order to recognize that interest earnings are used to fund only impact fee eligible improvements, interest earnings are credited against the costs recoverable through impact fees. It should be noted that Chapter 395 does not require the upfront recognition of interest earnings in the impact fee determination; however, in an effort to acknowledge the time value of the impact fee payers' monies, interest earnings have been credited. Interest is assumed to be earned at an annual rate of 2% per City staff.

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

Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. As an alternative, a credit equal to 50% of the total cost of implementing the Roadway Impact Fee CIP may be used. The City has elected to pursue the determination of a credit for the portion of ad valorem tax revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. It should be noted that the credit is not a determination to recognize the total ad valorem tax revenue generated by new vehicle miles, but is only a credit for the portion of ad valorem tax revenue that is used for payment of improvements that are included in the Roadway Impact Fee CIP. Theoretically, the credit determination could be zero (\$0) if the City does not utilize any of the new vehicle mile ad valorem tax revenue to fund improvements that are included in the Roadway Impact Fee CIP. However, to be conservative and recognize potential cash flow issues that can occur with the funding of major capital improvement projects, it is assumed that the debt-funded projects (50% of the improvement costs included in the Roadway Impact Fee CIP but not otherwise funded) could potentially be funded by ad valorem tax revenue.

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

Table 10. Maximum Assessable Roadway Impact Fee

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE RIP (FROM RIP UNITS OF SUPPLY, APPENDIX B)	3,570	43,092	59,041	36,038	0	29,072	19,076	22,925	12,550	10,297	14,785	3,565
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM RIP UNITS OF SUPPLY, APPENDIX B)	27	2,321	1,923	3,602	0	10,520	7,085	6,301	7,106	3,061	2	0
3	TOTAL VEH-MI OF EXISTING DEFICIENCIES (FROM EXISTING FACILITIES INVENTORY, APPENDIX C)	0	55	663	427	0	0	113	507	1,163	1,972	302	0
4	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2 - LINE 3)	3,543	40,716	56,455	32,009	0	18,552	11,878	16,117	4,281	5,264	14,481	3,565
5	TOTAL COST OF THE RIP WITHIN SERVICE AREA (FROM TABLE 4)	\$ 9,711,642	\$ 116,882,308	\$ 189,027,810	\$ 73,733,042	\$ 11,692	\$ 30,219,929	\$ 16,403,341	\$ 35,591,345	\$ 28,206,303	\$ 19,374,692	\$ 27,824,617	\$ 7,866,005
6	COST OF NET CAPACITY SUPPLIED (LINE 4 / LINE 1) * (LINE 5)	\$ 9,638,193	\$ 110,437,669	\$ 180,748,378	\$ 65,489,787	\$ -	\$ 19,284,539	\$ 10,213,823	\$ 25,021,841	\$ 9,621,608	\$ 9,904,669	\$ 27,252,504	\$ 7,866,005
7	COST TO MEET EXISTING NEEDS AND USAGE (LINE 5 - LINE 6)	\$ -	\$ 73,449	\$ 8,279,432	\$ 8,243,255	\$ 11,692	\$ 10,935,390	\$ 6,189,518	\$ 10,569,504	\$ 18,584,695	\$ 9,470,023	\$ 572,113	\$ -
8	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM TABLE 8 and Land Use Assumptions)	9,578	15,582	41,299	17,845	0	7,742	31,324	18,332	24,864	8,530	1,893	304
9	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 8 / LINE 4)	270.3%	38.2%	73.1%	55.7%	0.0%	41.7%	263.7%	113.7%	580.7%	162.0%	13.0%	8.5%
10	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	100.0%	38.2%	73.1%	55.7%	0.0%	41.7%	100.0%	100.0%	100.0%	100.0%	13.0%	8.5%
11	COST OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 6 * LINE 10)	\$ -	\$ 42,187,190	\$ 132,127,064	\$ 36,477,811	\$ -	\$ 8,041,653	\$ 10,213,823	\$ 25,021,841	\$ 9,621,608	\$ 9,904,669	\$ 3,542,826	\$ 668,610
12	FINANCING COSTS (FROM APPENDIX D)	\$ -	\$ 2,272,855	\$ 32,193,283	\$ 8,560,746	\$ -	\$ 2,552,974	\$ 2,942,747	\$ 7,106,451	\$ 2,915,731	\$ 2,590,329	\$ 829,021	\$ 157,670
13	EXISTING FUND BALANCE (FROM APPENDIX D)	\$ -	\$ -	\$ (131,981)	\$ (129,689)	\$ -	\$ (448,086)	\$ (293,933)	\$ (5,189,258)	\$ (2,179,356)	\$ (779,111)	\$ (5,532)	\$ -
14	INTEREST EARNINGS (FROM APPENDIX D)	\$ -	\$ (1,349,526)	\$ (5,688,458)	\$ (5,036,323)	\$ -	\$ (1,137,019)	\$ (1,231,934)	\$ (3,301,274)	\$ (1,467,153)	\$ (1,427,017)	\$ (491,577)	\$ (94,613)
15	COST OF RIP AND FINANCING ATTRIBUTABLE TO GROWTH (LINE 11 + LINE 12 + LINE 13 + LINE 14)	\$ -	\$ 10,561,522	\$ 44,353,987	\$ 39,872,546	\$ -	\$ 9,009,522	\$ 11,630,704	\$ 23,637,760	\$ 8,890,830	\$ 10,288,870	\$ 3,874,737	\$ 731,667
16	PRE-CREDIT MAX FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 15 / LINE 8)	\$ -	\$ 1,103	\$ 2,846	\$ 2,234	\$ -	\$ 1,164	\$ 371	\$ 1,289	\$ 358	\$ 1,206	\$ 2,047	\$ 2,407
17	CREDIT FOR AD VALOREM TAXES (FROM APPENDIX D)	\$ -	\$ (82,337)	\$ (5,004,090)	\$ (578,212)	\$ -	\$ (67,194)	\$ (333,123)	\$ (449,003)	\$ (257,003)	\$ (80,502)	\$ (5,956)	\$ (181)
18	RECOVERABLE COST OF RIP AND FINANCING (LINE 15 + LINE 17)	\$ -	\$ 10,479,185	\$ 43,752,749	\$ 39,294,334	\$ -	\$ 8,942,328	\$ 11,297,580	\$ 23,188,757	\$ 8,633,827	\$ 10,208,369	\$ 3,868,782	\$ 731,486
19	MAX ASSESSABLE FEE PER SERVICE UNIT (\$ PER VEH-MI) (LINE 18 / LINE 8)	\$ -	\$ 1,094	\$ 3,438	\$ 2,202	\$ -	\$ 1,155	\$ 361	\$ 1,265	\$ 347	\$ 1,197	\$ 2,044	\$ 2,406

D. Service Unit Demand Per Unit of Development

The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City utilizes the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in **Table 11**. This table lists the predominant land uses that may occur within the City of McKinney. For each land use, the development unit that defines the development’s magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of local uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use is a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column in **Table 11**, if applicable to the land use, presents the number of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The definitive source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 10th Edition*, the latest edition. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The trip length values are based on land use, as explained in Chapter IV, section F – **Service Unit Calculation**.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the *Transportation Demand Factor*, is used in the impact fee to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

E. Land Use Descriptions

In the process of assessing and collecting roadway impact fees within the City of McKinney, there are instances in which questions have arisen as to the appropriate application of the Land Use / Vehicle-Mile Equivalency Table (LUVMET) when the type of land use may seem to fit into multiple categories. **Table 12** provides the City with a more detailed description of the various land uses for the *ITE Trip Generation Manual, 10th Edition* for a reference.

The LUVMET represents the travel demand factors for the most common utilized trip characteristics; however, the formula for the travel demand factor outlined on page 44 could be utilized for new land uses based upon the trip generation rates in a Traffic Impact Analysis that has been approved by the City of McKinney and follows best practices for trip generation as outlined by the *ITE Trip Generation Handbook*.

For “Flex Space” and similar types of developments which may provide more than one of the land uses provided in these tables, it is recommended that the City request that each land use on site be broken out and individual square footages be provided.

Table 11.A. Service Area A - Land Use / Vehicle-Mile Equivalency Table (LUMMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - A	Veh-Mi Per Dev-Unit SA - A
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	0.50	0.94
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	0.50	0.32
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	0.50	0.20
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	0.50	0.10
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	0.50	0.09
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	0.50	0.50
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	0.50	0.28
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	0.50	0.22
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	0.50	0.18
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	0.50	0.18
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	0.50	0.23
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	0.50	0.13
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	0.50	0.09
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	0.50	0.13
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	0.50	0.30
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	0.50	0.19
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	0.50	1.46
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	0.50	0.17
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	0.50	0.63
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	0.50	6.87
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	0.50	0.67
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	0.50	1.91
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	0.50	1.16
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	0.50	0.09
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	0.50	0.07
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	0.50	0.06
University / College	550	Students	0.15			0.15	10.44	50%	5.22	0.50	0.08
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	0.50	0.25
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	0.50	3.12
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	0.50	0.95
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	0.50	0.11
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	0.50	1.64
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	0.50	1.24
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	0.50	0.58
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	0.50	0.30
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	0.50	0.86
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	0.50	1.73
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	0.50	0.54
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	0.50	0.97
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	0.50	1.40
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	50%	2.23	0.50	1.44
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	0.50	1.46
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	0.50	0.94
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.50	3.08
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.50	1.66
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	0.50	2.19
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	0.50	2.79
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	0.50	8.17
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	0.50	6.51
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	0.50	1.69
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	0.50	2.43
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	0.50	1.26
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	0.50	2.96
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	0.50	0.68
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	0.50	1.75
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	0.50	2.63
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	0.50	3.64
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	0.50	8.83
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	0.50	0.51

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

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

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.B. Service Area B - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - B	Veh-Mi Per Dev-Unit SA - B
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	1.30	2.43
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	1.30	0.82
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	1.30	0.52
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	1.30	0.25
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	1.30	0.22
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	1.30	1.29
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	1.30	0.73
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	1.30	0.57
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	1.30	0.47
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	1.30	0.47
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	1.30	0.60
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	1.30	0.34
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	1.30	0.23
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	1.30	0.34
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	1.30	0.78
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	1.30	0.49
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	1.30	3.78
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	1.30	0.43
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	1.30	1.63
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	1.30	17.85
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	1.30	1.73
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	1.30	4.97
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	1.30	3.00
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.30	0.22
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.30	0.18
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	1.30	0.14
University / College	550	Students	0.15			0.15	10.44	50%	5.22	1.30	0.20
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	1.30	0.64
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.30	8.10
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	1.30	2.46
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	1.30	0.29
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	1.30	4.26
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	1.30	3.21
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	1.30	1.50
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	1.30	0.78
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	1.30	2.22
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	1.30	4.50
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	1.30	1.39
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	1.30	2.52
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	1.30	3.64
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	1.30	3.73
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	1.30	3.78
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	1.30	2.43
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	1.30	5.68
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	1.30	7.24
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	1.30	21.24
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	1.30	16.91
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	1.30	4.39
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	1.30	6.32
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	1.30	3.26
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	1.30	7.68
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	1.30	1.76
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	1.30	4.55
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	1.30	6.83
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	1.30	9.46
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	1.30	22.95
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	1.30	1.33

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.C. Service Area C - Land Use / Vehicle-Mile Equivalency Table (LUMMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - C	Veh-Mi Per Dev-Unit SA - C
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	4.00	7.48
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	4.00	2.52
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	4.00	1.60
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	4.00	0.76
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	4.00	0.68
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.00	3.96
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.00	2.24
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.00	1.76
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.00	1.44
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.00	1.44
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.00	1.84
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.00	1.04
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.00	0.72
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.00	1.04
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	4.00	54.92
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	4.00	0.44
University / College	550	Students	0.15			0.15	10.44	50%	5.22	4.00	0.60
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.00	1.96
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.00	7.56
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.00	0.88
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.00	13.12
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.00	9.88
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	4.00	4.60
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	4.00	2.40
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	4.00	6.84
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.00	13.84
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	4.00	4.28
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.D. Service Area D - Land Use / Vehicle-Mile Equivalency Table (LUMMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - D	Veh-Mi Per Dev-Unit SA - D
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	5.01	9.37
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	5.01	3.16
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	5.01	2.00
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	5.01	0.95
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	5.01	0.85
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.90	4.85
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.90	2.74
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.90	2.16
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.90	2.25
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.90	1.27
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.90	0.88
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.90	1.27
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	6.00	82.38
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.22	0.57
University / College	550	Students	0.15			0.15	10.44	50%	5.22	5.22	0.78
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.93	9.32
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.93	1.08
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.93	16.17
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.93	12.18
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	6.00	6.90
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	6.00	3.60
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	6.00	10.26
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.93	17.06
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	6.00	6.42
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.E. Service Area E - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - E	Veh-Mi Per Dev-Unit SA - E
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	4.80	8.98
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	4.80	3.02
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	4.80	1.92
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	4.80	0.91
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	4.80	0.82
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.80	4.75
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.80	2.69
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.80	2.11
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.80	1.73
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.80	1.73
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.80	2.21
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.80	1.25
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.80	0.86
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.80	1.25
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	4.80	65.90
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	4.80	0.53
University / College	550	Students	0.15			0.15	10.44	50%	5.22	4.80	0.72
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.80	9.07
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.80	1.06
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.80	15.74
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.80	11.86
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	4.80	5.52
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	4.80	2.88
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	4.80	8.21
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.80	16.61
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	4.80	5.14
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.F. Service Area F - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - F	Veh-Mi Per Dev-Unit SA - F
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	0.00	0.00
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	0.00	0.00
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	0.00	0.00
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	0.00	0.00
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	0.00	0.00
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	0.00	0.00
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	0.00	0.00
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	0.00	0.00
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	0.00	0.00
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	0.00	0.00
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	0.00	0.00
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	0.00	0.00
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	0.00	0.00
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	0.00	0.00
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	0.00	0.00
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	0.00	0.00
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	0.00	0.00
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	0.00	0.00
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	0.00	0.00
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	0.00	0.00
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	0.00	0.00
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	0.00	0.00
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	0.00	0.00
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	0.00	0.00
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	0.00	0.00
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	0.00	0.00
University / College	550	Students	0.15			0.15	10.44	50%	5.22	0.00	0.00
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	0.00	0.00
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	0.00	0.00
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	0.00	0.00
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	0.00	0.00
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	0.00	0.00
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	0.00	0.00
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	0.00	0.00
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	0.00	0.00
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	0.00	0.00
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	0.00	0.00
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	0.00	0.00
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	0.00	0.00
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	0.00	0.00
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	0.00	0.00
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	0.00	0.00
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	0.00	0.00
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.00	0.00
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.00	0.00
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	0.00	0.00
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	0.00	0.00
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	0.00	0.00
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	0.00	0.00
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	0.00	0.00
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	0.00	0.00
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	0.00	0.00
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	0.00	0.00
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	0.00	0.00
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	0.00	0.00
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	0.00	0.00
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	0.00	0.00
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	0.00	0.00
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	0.00	0.00

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.G. Service Area G - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - G	Veh-Mi Per Dev. Unit SA - G
										6.00	
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	5.01	9.37
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	5.01	3.16
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	5.01	2.00
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	5.01	0.95
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	5.01	0.85
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.90	4.85
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.90	2.74
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.90	2.16
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.90	2.25
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.90	1.27
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.90	0.88
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.90	1.27
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex/Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	6.00	82.38
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.22	0.57
University / College	550	Students	0.15			0.15	10.44	50%	5.22	5.22	0.78
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.93	9.32
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.93	1.08
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.93	16.17
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.93	12.18
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	6.00	6.90
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	6.00	3.60
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	6.00	10.26
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.93	17.06
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	6.00	6.42
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	50%	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.H. Service Area H - Land Use / Vehicle-Mile Equivalency Table (LUMMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - H	Veh-Mi Per Dev-Unit SA - H
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	4.65	8.70
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	4.65	2.93
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	4.65	1.86
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	4.65	0.88
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	4.65	0.79
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.65	4.60
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.65	2.60
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.65	2.05
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.65	1.67
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.65	1.67
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.65	2.14
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.65	1.21
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.65	0.84
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.65	1.21
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	4.65	63.84
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	4.65	0.51
University / College	550	Students	0.15			0.15	10.44	50%	5.22	4.65	0.70
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.65	8.79
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.65	1.02
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.65	15.25
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.65	11.49
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	4.65	5.35
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	4.65	2.79
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	4.65	7.95
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.65	16.09
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	4.65	4.98
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

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

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.I. Service Area I - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - I	Veh-Mi Per Dev-Unit SA - I
										6.00	
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	5.01	9.37
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	5.01	3.16
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	5.01	2.00
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	5.01	0.95
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	5.01	0.85
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.90	4.85
Residential Condominium/ Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.90	2.74
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.90	2.16
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.90	2.25
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.90	1.27
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.90	0.88
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.90	1.27
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex/Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	6.00	82.38
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.22	0.57
University / College	550	Students	0.15			0.15	10.44	50%	5.22	5.22	0.78
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.93	9.32
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.93	1.08
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.93	16.17
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.93	12.18
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	6.00	6.90
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	6.00	3.60
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	6.00	10.26
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.93	17.06
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	6.00	6.42
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.J. Service Area J - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - J	Veh-Mi Per Dev-Unit SA - J
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	5.01	9.37
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	5.01	3.16
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	5.01	2.00
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	5.01	0.95
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	5.01	0.85
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.90	4.85
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.90	2.74
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.90	2.16
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.90	2.25
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.90	1.27
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.90	0.88
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.90	1.27
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	6.00	82.38
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.22	0.57
University / College	550	Students	0.15			0.15	10.44	50%	5.22	5.22	0.78
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.93	9.32
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.93	1.08
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.93	16.17
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.93	12.18
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	6.00	6.90
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	6.00	3.60
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	6.00	10.26
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.93	17.06
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	6.00	6.42
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.K. Service Area K - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - K	Veh-Mi Per Dev-Unit SA - K
										5.30	
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	5.01	9.37
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	5.01	3.16
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	5.01	2.00
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	5.01	0.95
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	5.01	0.85
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	4.90	4.85
Residential Condominium/ Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	4.90	2.74
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	4.90	2.16
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	4.90	2.25
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	4.90	1.27
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	4.90	0.88
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	4.90	1.27
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.93	11.44
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Multiplex/Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	5.30	72.77
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.93	15.01
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.93	9.08
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.22	0.57
University / College	550	Students	0.15			0.15	10.44	50%	5.22	5.22	0.78
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	4.16	2.04
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	4.93	9.32
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.93	1.08
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	4.93	16.17
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	4.93	12.18
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	5.30	6.10
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	5.30	3.18
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	5.30	9.06
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	4.93	17.06
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	5.30	5.67
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.L. Service Area L - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - L	Veh-Mi Per Dev-Unit SA - L
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	3.50	6.55
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	3.50	2.21
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	3.50	1.40
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	3.50	0.67
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	3.50	0.60
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	3.50	3.47
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	3.50	1.96
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	3.50	1.54
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	3.50	1.26
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	3.50	1.26
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	3.50	1.61
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	3.50	0.91
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	3.50	0.63
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	3.50	0.91
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	3.22	1.22
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	3.50	10.19
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.50	1.16
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	3.50	4.38
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	3.50	48.06
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.50	4.66
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	3.50	13.37
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	3.50	8.09
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.75	0.30
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.75	0.25
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	3.50	0.39
University / College	550	Students	0.15			0.15	10.44	50%	5.22	3.50	0.53
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	3.50	1.72
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.75	10.90
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	3.50	6.62
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	3.50	0.77
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	3.50	11.48
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	3.50	8.65
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	3.50	4.03
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	3.50	2.10
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	3.50	5.99
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	3.50	12.11
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	3.50	3.75
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	2.23	6.24
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	2.23	6.40
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	2.23	6.49
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.17
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	2.82	15.71
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	2.82	46.08
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	2.82	36.69
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	2.80	7.03
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	2.80	3.78
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	2.23	39.36
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	3.21	3.27

Key to Sources of Pass-by Rates:
 A: ITE Trip Generation Handbook 3rd Edition (September 2017)
 B: Estimated by Kimley-Horn based on ITE rates for similar categories
 C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 11.M. Service Area M - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi) SA - M	Veh-Mi Per Dev-Unit SA - M
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	1.50	2.81
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	10.02	50%	5.01	1.50	0.95
Industrial Park	130	1,000 SF GFA	0.40			0.40	10.02	50%	5.01	1.50	0.60
Warehousing	150	1,000 SF GFA	0.19			0.19	10.02	50%	5.01	1.50	0.29
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	10.02	50%	5.01	1.50	0.26
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	9.79	50%	4.90	1.50	1.49
Residential Condominium / Townhome	220	Dwelling Unit	0.56			0.56	9.79	50%	4.90	1.50	0.84
Apartment / Multifamily	221	Dwelling Unit	0.44			0.44	9.79	50%	4.90	1.50	0.66
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	9.79	50%	4.90	1.50	0.54
Vertical Mixed Use	231	Dwelling Unit	0.36			0.36	9.79	50%	4.90	1.50	0.54
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.46			0.46	9.79	50%	4.90	1.50	0.69
Senior Adult Housing	252	Dwelling Unit	0.26			0.26	9.79	50%	4.90	1.50	0.39
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.79	50%	4.90	1.50	0.27
Assisted Living	254	Beds	0.26			0.26	9.79	50%	4.90	1.50	0.39
LODGING											
Hotel	310	Rooms	0.60			0.60	6.43	50%	3.22	1.50	0.90
Motel / Other Lodging Facilities	320	Rooms	0.38			0.38	6.43	50%	3.22	1.50	0.57
RECREATIONAL											
Golf Course	430	Holes	2.91			2.91	7.86	50%	3.93	1.50	4.37
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	1.50	0.50
Golf Driving Range	432	Driving Positions	1.25			1.25	7.86	50%	3.93	1.50	1.88
Multiplex Movie Theater	445	Screens	13.73			13.73	15.77	50%	7.89	1.50	20.60
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	1.50	2.00
Racquet / Tennis Club	491	Courts	3.82			3.82	7.86	50%	3.93	1.50	5.73
Health / Recreational Clubs and Facilities	495	1,000 SF GFA	2.31			2.31	7.86	50%	3.93	1.50	3.47
INSTITUTIONAL											
Primary/Middle School (1-8)	522	Students	0.17			0.17	3.49	50%	1.75	1.50	0.26
High School (9-12)	530	Students	0.14			0.14	3.49	50%	1.75	1.50	0.21
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	1.50	0.17
University / College	550	Students	0.15			0.15	10.44	50%	5.22	1.50	0.23
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.16	1.50	0.74
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.75	1.50	9.35
MEDICAL											
Hospital	610	Beds	1.89			1.89	9.85	50%	4.93	1.50	2.84
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	1.50	0.33
Clinic	630	1,000 SF GFA	3.28			3.28	9.85	50%	4.93	1.50	4.92
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.93	1.50	3.71
OFFICE											
General Office Building	710	1,000 SF GFA	1.15			1.15	14.65	50%	7.33	1.50	1.73
Corporate Headquarters Building	714	1,000 SF GFA	0.60			0.60	14.65	50%	7.33	1.50	0.90
Single Tenant Office Building	715	1,000 SF GFA	1.71			1.71	14.65	50%	7.33	1.50	2.57
Medical / Dental Office	720	1,000 SF GFA	3.46			3.46	9.85	50%	4.93	1.50	5.19
Office Park	750	1,000 SF GFA	1.07			1.07	14.65	50%	7.33	1.50	1.61
COMMERCIAL											
Automobile Related											
New and Used Car Sales	840	1,000 SF GFA	2.43	20%	B	1.94	5.60	50%	2.80	1.50	2.91
Automobile Parts Sales	843	1,000 SF GFA	4.91	43%	A	2.80	4.45	50%	2.23	1.50	4.20
Tire Store	848	1,000 SF GFA	3.98	28%	A	2.87	4.45	0.50	2.23	1.50	4.31
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.23	1.50	4.37
Automobile Care Center	942	1,000 SF GLA	3.11	40%	B	1.87	4.45	50%	2.23	1.50	2.81
Gasoline / Service Station w/ Convenience Market	945	Vehicle Fueling Positions	13.99	56%	A	6.16	1.20	50%	0.60	0.60	3.70
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Dining											
Sit-Down Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	1.50	6.56
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	43%	A	5.57	5.64	50%	2.82	1.50	8.36
Fast Food Restaurant	934	1,000 SF GFA	32.67	50%	A	16.34	5.64	50%	2.82	1.50	24.51
Coffee / Donut Shop	937	1,000 SF GFA	43.38	70%	B	13.01	5.64	50%	2.82	1.50	19.52
Other Retail											
Free-Standing Retail Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	1.50	5.07
Garden Center (Nursery)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	1.50	7.29
Shopping Center	820	1,000 SF GLA	3.81	34%	A	2.51	5.60	50%	2.80	1.50	3.77
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	1.50	8.87
Home Improvement Superstore	862	1,000 SF GFA	2.33	42%	A	1.35	5.60	50%	2.80	1.50	2.03
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	1.50	5.25
Pharmacy / Drugstore	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	1.50	7.88
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	1.50	10.92
Drive-In Bank	912	Drive-in Lanes	27.15	35%	A	17.65	4.45	50%	2.23	1.50	26.48
Personal Service	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.21	1.50	1.53

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

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

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

Table 12 - Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
PORT AND TERMINAL		
Truck Terminal	030	Point of good transfer between trucks or between trucks and rail
INDUSTRIAL		
General Light Industrial	110	Emphasis on activities other than manufacturing; typically employing fewer than 500 workers
Industrial Park	130	Area containing a number of industries or related facilities
Warehousing	150	Devoted to storage of materials but may include office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Residential Condominium / Townhome	220	Single-family ownership units that have at least one other single-family owned unit within the same building
Apartment / Multifamily	221	At least 3 rental dwelling units and ten levels (floors), or less, per building
Multifamily Housing (High-Rise)	222	At least 3 rental dwelling units and more than ten levels (floors) per building
Vertical Mixed Use	231	Mixed-use multifamily housing buildings that have between three and 10 levels (floors) and include non-residential space on the first level
Mobile Home Park / Manufactured Housing	240	Consist of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing	252	Independent living developments without centralized dining or on-site medical facilities
Congregate Care Facility	253	Independent living developments with centralized amenities such as dining, housekeeping, transportation and organized social/recreational activities
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities.
LODGING		
Hotel	310	Lodging facilities that typically have on-site restaurants, lounges, meeting and/or banquet rooms, or other retail shops and services
Motel / Other Lodging Facilities	320	Lodging facilities that may have small on-site restaurant or buffet area but little or no meeting space
RECREATIONAL		
Golf Course	430	May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities
Miniature Golf Course	431	One or more individual putting courses; category should not be used when part of a larger entertainment center (with batting cages, video game centers, etc)
Golf Driving Range	432	Facilities with driving tees for practice; may provide individual or group lessons; may have pro shop and/or refreshment facilities
Multiplex/Movie Theater	445	Movie theater with audience seating, minimum of ten screens, lobby, and refreshment area.
Ice Skating Rink	465	Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities
Racquet / Tennis Club	491	Indoor or outdoor facilities specifically designed for playing tennis
Health / Recreational Clubs and Facilities	495	Privately owned facilities that primarily focus on individual fitness or training, can include facilities such as YMCA's
INSTITUTIONAL		
Primary / Middle School (1-8)	522	Serves students who have not yet entered high school
High School (9-12)	530	Serves students who have completed middle or junior high school
Junior / Community College	540	Two-year junior, community, or technical colleges
University / College	550	Four-year universities or colleges that may or may not offer graduate programs
Church	560	Churches and houses of worship
Day Care Center	565	Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds
MEDICAL		
Hospital	610	Medical and surgical facilities with overnight accommodations
Nursing Home	620	Rest and convalescent homes with residents who do little or no driving
Clinic	630	Facilities with limited diagnostic and outpatient care
Animal Hospital / Veterinary Clinic	640	Facility that specializes in the medical care and treatment of animals
OFFICE		
General Office Building	710	Office buildings which house multiple tenants
Corporate Headquarters Building	714	Office building housing corporate headquarters of a single company or organization
Single Tenant Office Building	715	Single tenant office buildings other than corporate headquarters
Medical / Dental Office	720	Multi-tenant building with offices for physicians and/or dentists
Office Park	750	Office buildings (typically low-rise) in a campus setting and served by a common roadway system
COMMERCIAL		
Automobile Related		
New and Used Car Sales	840	Car dealerships, typically with automobile servicing and part sales
Automobile Parts Sales	843	Retail sale of auto parts but no on-site vehicle repair
Tire Store	848	Primary business is sales and installation of tires; usually do not have large storage or warehouse area
Quick Lubrication Vehicle Shop	941	Primary business is to perform oil changes and fluid/filter changes with other repair services not provided
Automobile Care Center	942	Automobile repair and servicing including stereo installations and upholstery
Gasoline / Service Station w/ Convenience Market	945	Gasoline sales with convenience store where the primary business is gasoline sales
Self-Service Car Wash	947	Has stalls for driver to park and wash the vehicle
Dining		
Sit-Down Restaurant	931	Restaurants with turnover rates of one hour or longer; typically require reservations
High Turnover (Sit-Down) Restaurant	932	Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants
Fast Food Restaurant	934	High-turnover fast food restaurant for carry-out and eat-in customers with a drive-thru window
Coffee / Donut Shop	937	Coffee and Donut restaurants with drive-through windows, hold long store hours and have limited indoor seating
Other Retail		
Free-Standing Retail Store	815	Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours
Garden Center (Nursery)	817	Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities
Shopping Center	820	Integrated group of commercial establishments; planning, owned, and managed as a unit
Supermarket	850	Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM
Home Improvement Superstore	862	Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items.
Toy / Children's Superstore	864	Businesses specializing in child-oriented merchandise
Pharmacy / Drugstore	881	Facilities that primarily sell prescription and non-prescription drugs with and without drive-through windows
SERVICES		
Walk-In Bank	911	Bank without drive-thru lanes
Drive-In Bank	912	Bank with drive-thru lanes
Personal Service	918	Facilities that specialize in personal service such as hair salons

VI. SAMPLE CALCULATIONS

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

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

Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 11 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.96
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	<i>From Table 10, Line 19 [Maximum Assessable Fee Per Service Unit]</i> Service Area C: \$2,808
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 3.96 * \$2,808
	Maximum Assessable Impact Fee = \$11,120

**Example 2:
Development Type – 50,000 Square Foot Shopping Center in Service Area I**

Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 11 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 50,000 square feet of Home Improvement Store Development Unit: 50 thousand square feet of Gross Floor Area Veh-Mi Per Development Unit: 7.03
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	<i>From Table 10, Line 19 [Maximum Assessable Fee Per Service Unit]</i> Service Area I: \$1,265
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 50 * 7.03 * \$1,265
	Maximum Assessable Impact Fee = \$444,648

VII. ADOPTION AND ADMINISTRATION OF ROADWAY IMPACT FEES

A. Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Roadway Impact Fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and Roadway Impact Fees RIP used in calculating the maximum fee, and to provide the Committee’s findings for consideration by the City Council. This CIAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the CIAC (Planning and Zoning Commission in McKinney) is required to have one representative of the building and development communities. The City Council then conducts a public hearing on the Land Use Assumptions, RIF RIP, and Impact Fee Ordinance. A public hearing is required for the 2019 Roadway Impact Fee Update.

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

B. Collection and Use of Transportation Impact Fees

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

VIII. CONCLUSION

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

This report establishes the maximum allowable Roadway Impact Fee that could be assessed by the City of McKinney within each of the thirteen (13) service areas. The maximum assessable roadway impact fees calculated in this report are presented below.

Service Area	2019–2020 Maximum Fee Per Service Unit (Per Vehicle-Mile)	2012–2013 Maximum Fee Per Service Unit (Per Vehicle-Mile)
A	\$0	\$0
B	\$1,094	\$1,861
C	\$2,808	\$1,500
D	\$3,438	\$1,711
E	\$2,202	\$2,082
F	\$0	\$0
G	\$1,155	\$635
H	\$361	\$393
I	\$1,265	\$755
J	\$347	\$824
K	\$1,197	\$1,182
L	\$2,044	\$1,320
M	\$2,406	\$0

This document serves as a guide to the assessment of Roadway Impact Fees pertaining to future development, and the City’s need for roadway improvements to accommodate that growth. Following the public hearing process, the City Council may establish an impact fee amount to be assessed (if any), up to the calculated maximum and establish the Roadway Impact Fee Ordinance accordingly.



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

IX. APPENDICES

A. Conceptual Level Project Cost Projections

- SERVICE AREA A
- SERVICE AREA B
- SERVICE AREA C
- SERVICE AREA D
- SERVICE AREA E
- SERVICE AREA G
- SERVICE AREA H
- SERVICE AREA I
- SERVICE AREA J
- SERVICE AREA K
- SERVICE AREA L
- SERVICE AREA M

B. Roadway Impact Fee RIP Service Units of Supply

C. Existing Roadway Facilities Inventory

D. Plan for Awarding the Roadway Impact Fee Credit Summary

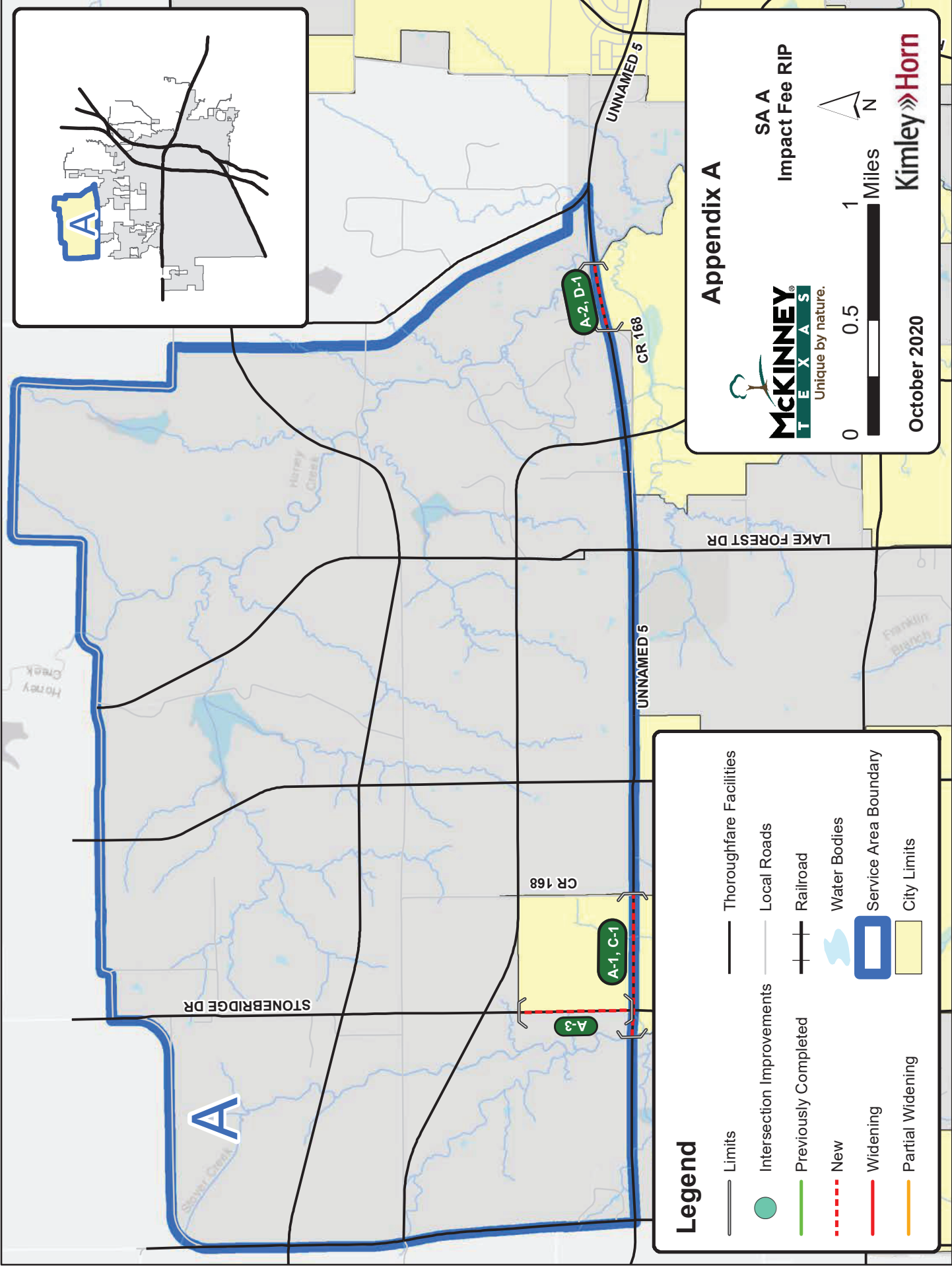
FROM NEWGEN STRATEGIES & SOLUTIONS, LLC

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

FROM NEWGEN STRATEGIES & SOLUTIONS, LLC



Appendix A – Conceptual Level Project Cost Projections



Legend

- Limits
- Intersection Improvements
- Previously Completed
- ⋯ New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- Railroad
- Water Bodies
- Service Area Boundary
- City Limits

Appendix A

SA A
 Impact Fee RIP

0 0.5 1 Miles

N

October 2020

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees

Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area A

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
A-1, C-1	M6D	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	\$ 7,715,900	50%	\$ 3,857,950
A-2, D-1	M6D	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	\$ 7,517,500	50%	\$ 3,758,750
A-3	G4D	STONEBRIDGE DR (1)	2,635' N OF UNNAMED 5 TO UNNAMED 5	\$ 4,679,450	50%	\$ 2,339,725
				\$ 19,912,850		\$ 9,956,425

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	A-1, C-1
Name:	UNNAMED 5 (1)	This project consists of the construction of a new six-lane divided major arterial.		
Limits:	635' W OF STONEBRIDGE DR TO CR 168			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	3,315			
Service Area(s):	A and C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	36,833	cy	\$ 10.00	\$ 368,333
209	Lime Treated Subgrade (8") (PI<12)	28,730	sy	\$ 7.00	\$ 201,110
309	9" Concrete Pavement	27,257	sy	\$ 60.00	\$ 1,635,400
409	4" Topsoil	12,892	sy	\$ 2.50	\$ 32,229
509	6" Curb & Gutter	13,260	lf	\$ 5.00	\$ 66,300
609	Allotment for Turn Lanes and Median Openings	2,023	sy	\$ 77.00	\$ 155,774
709	Moisture Conditioning	28,730	sy	\$ 8.00	\$ 229,840
Paving Construction Cost Subtotal:					\$ 2,688,987
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	26,890	
√ Pavement Markings/Markers		3%	\$	80,670	
√ Roadway Drainage	Standard Internal System	25%	\$	672,247	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	53,780	
√ Illumination	Standard Illumination System	6%	\$	161,339	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,244,925
Paving and Allowance Subtotal:					\$ 3,933,912
Mobilization:					5% \$ 196,696
Site Preparation:					5% \$ 196,696
Construction Cost TOTAL:					\$ 4,328,000
Construction Contingency:					15% \$ 649,200
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,978,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,978,000
Engineering/Survey/Testing:		20%	\$ 995,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,742,300
Impact Fee Project Cost TOTAL:			\$ 7,715,900

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	A-2, D-1
Name:	UNNAMED 5 (3)	This project consists of the construction of a new six-lane divided major arterial.		
Limits:	CR 168 TO 1,560' E OF CR 168			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,560			
Service Area(s):	A and D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	17,333	cy	\$ 10.00	\$ 173,333
209	Lime Treated Subgrade (8") (PI<12)	13,520	sy	\$ 7.00	\$ 94,640
309	9" Concrete Pavement	12,827	sy	\$ 60.00	\$ 769,600
409	4" Topsoil	6,067	sy	\$ 2.50	\$ 15,167
509	6" Curb & Gutter	6,240	lf	\$ 5.00	\$ 31,200
609	Allotment for Turn Lanes and Median Openings	952	sy	\$ 77.00	\$ 73,306
709	Moisture Conditioning	13,520	sy	\$ 8.00	\$ 108,160
Paving Construction Cost Subtotal:					\$ 1,265,406
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	12,654	
√ Pavement Markings/Markers		3%	\$	37,962	
√ Roadway Drainage	Standard Internal System	25%	\$	316,351	
√ Special Drainage Structures	Bridge		\$	2,100,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	25,308	
√ Illumination	Standard Illumination System	6%	\$	75,924	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 2,568,200
Paving and Allowance Subtotal:					\$ 3,833,606
Mobilization:					5% \$ 191,680
Site Preparation:					5% \$ 191,680
Construction Cost TOTAL:					\$ 4,217,000
Construction Contingency:					15% \$ 632,550
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,850,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,850,000
Engineering/Survey/Testing:		20%	\$ 970,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,697,500
Impact Fee Project Cost TOTAL:			\$ 7,517,500

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

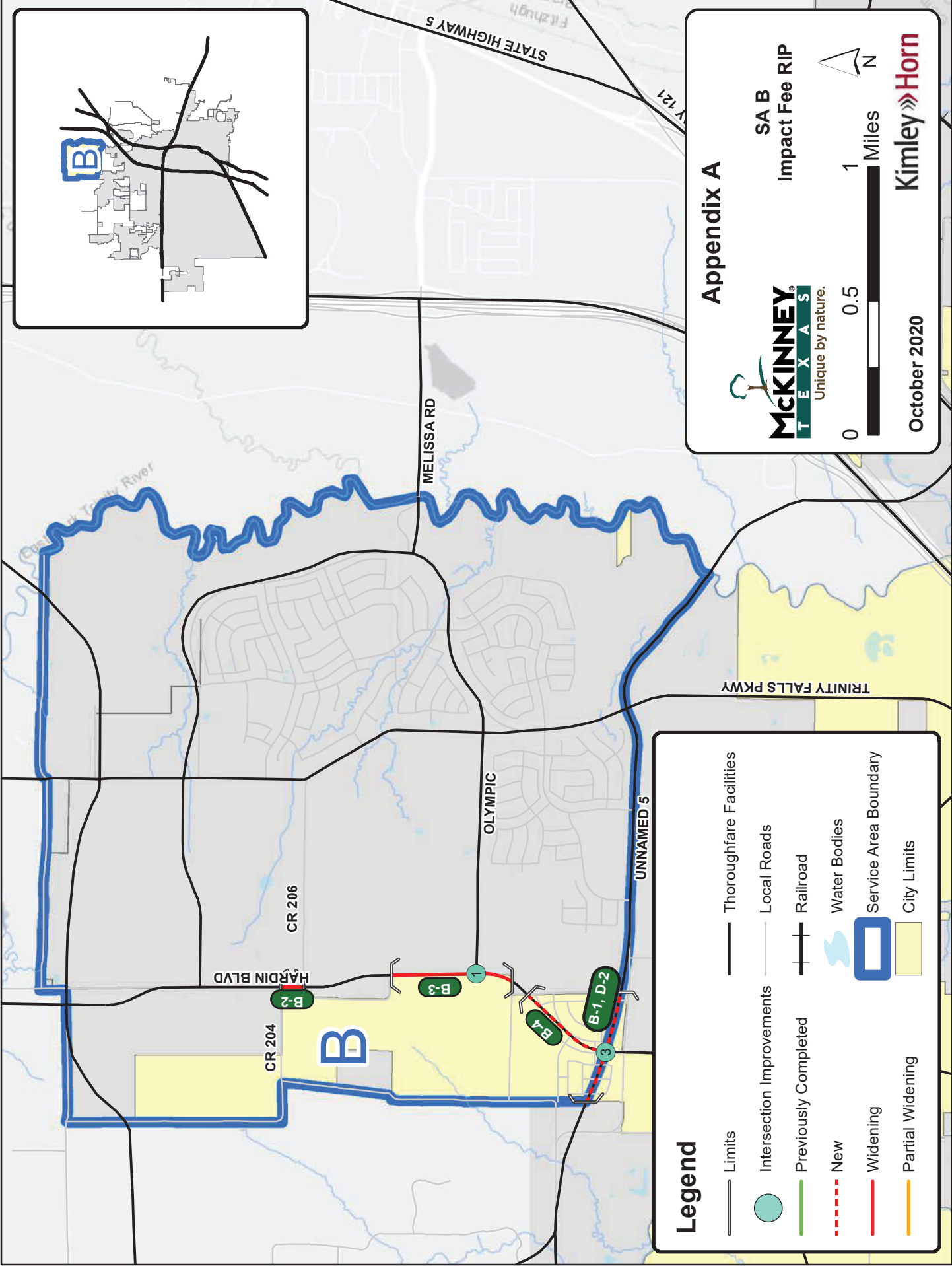
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	A-3
Name:	STONEBRIDGE DR (1)	This project consists of the construction of a new four-lane divided greenway arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.		
Limits:	2,635' N OF UNNAMED 5 TO UNNAMED 5			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	2,635			
Service Area(s):	A, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	25,764	cy	\$ 10.00	\$ 257,644
207	Lime Treated Subgrade (8") (PI<12)	19,323	sy	\$ 7.00	\$ 135,263
307	8" Concrete Pavement	18,152	sy	\$ 55.00	\$ 998,372
407	4" Topsoil	12,589	sy	\$ 2.50	\$ 31,474
507	6" Curb & Gutter	10,540	lf	\$ 5.00	\$ 52,700
607	Allotment for Turn Lanes and Median Openings	1,547	sy	\$ 72.00	\$ 111,389
707	Moisture Conditioning	19,323	sy	\$ 8.00	\$ 154,587
Paving Construction Cost Subtotal:					\$ 1,741,429
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	17,414	
√ Pavement Markings/Markers		3%	\$	52,243	
√ Roadway Drainage	Standard Internal System	25%	\$	435,357	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	34,829	
√ Illumination	Standard Illumination System	6%	\$	104,486	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 644,329
Paving and Allowance Subtotal:					\$ 2,385,758
Mobilization:					5% \$ 119,288
Site Preparation:					5% \$ 119,288
Construction Cost TOTAL:					\$ 2,625,000
Construction Contingency:					15% \$ 393,750
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,019,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,019,000
Engineering/Survey/Testing:		20%	\$ 603,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,056,650
Impact Fee Project Cost TOTAL:			\$ 4,679,450

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
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Legend

- Limits
- Intersection Improvements
- Previously Completed
- New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- Railroad
- Water Bodies
- Service Area Boundary
- City Limits

Appendix A

SA B
 Impact Fee RIP

October 2020

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area B

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
B-1, D-2	M6D	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	\$ 4,904,200	50%	\$ 2,452,100
B-2	G6D	HARDIN BLVD (1)	CR 204 TO CR 206	\$ 877,800	50%	\$ 438,900
B-3	G6D	HARDIN BLVD (2)	1,670' N OF OLYMPIC TO 730' S OF OLYMPIC	\$ 4,837,000	50%	\$ 2,418,500
B-4	G6D	HARDIN BLVD (3)	1,940' N OF UNNAMED 5 TO UNNAMED 5	\$ 4,090,450	100%	\$ 4,090,450
1	Inter-section	Signal	HARDIN BLVD & OLYMPIC	\$ 300,000	50%	\$ 150,000
3		Signal	HARDIN BLVD & UNNAMED 5	\$ 300,000	50%	\$ 150,000
				\$ 15,309,450		\$ 9,699,950

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED 5 (4)	<p style="color: red;">This project consists of the construction of a new six-lane divided major arterial.</p>	B-1, D-2
Limits:	1,050' W OF HARDIN BLVD TO		
Impact Fee Class:	1,200' E OF HARDIN BLVD		
Thoroughfare Class:	M6D		
Length (lf):	Major Arterial		
Service Area(s):	2,250 B and D		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
109	Unclassified Street Excavation	25,000	cy	\$ 250,000
209	Lime Treated Subgrade (8") (PI<12)	19,500	sy	\$ 136,500
309	9" Concrete Pavement	18,500	sy	\$ 1,110,000
409	4" Topsoil	8,750	sy	\$ 21,875
509	6" Curb & Gutter	9,000	lf	\$ 45,000
609	Allotment for Turn Lanes and Median Openings	1,373	sy	\$ 105,729
709	Moisture Conditioning	19,500	sy	\$ 156,000
Paving Construction Cost Subtotal:				\$ 1,825,104
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$ 18,251	
√ Pavement Markings/Markers		3%	\$ 54,753	
√ Roadway Drainage	Standard Internal System	25%	\$ 456,276	
Special Drainage Structures	None Anticipated		\$ -	
Water	None Anticipated	0%	\$ -	
Sewer	None Anticipated	0%	\$ -	
√ Establish Turf / Erosion Control		2%	\$ 36,502	
√ Illumination	Standard Illumination System	6%	\$ 109,506	
Other:				
			Allowance Subtotal:	\$ 675,289
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,500,393
Mobilization:				5% \$ 125,020
Site Preparation:				5% \$ 125,020
Construction Cost TOTAL:				\$ 2,751,000
Construction Contingency:				15% \$ 412,650
Construction Cost TOTAL W/ CONTINGENCY:				\$ 3,164,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,164,000
Engineering/Survey/Testing:		20%	\$ 632,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,107,400
Impact Fee Project Cost TOTAL:			\$ 4,904,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (1)	This project consists of the reconstruction of a two-lane facility to a six-lane divided greenway arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.	B-2
Limits:	CR 204 TO CR 206		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	435		
Service Area(s):	B, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	5,317	cy	\$ 10.00	\$ 53,167
216	Lime Treated Subgrade (8") (PI<12)	3,480	sy	\$ 7.00	\$ 24,360
316	9" Concrete Pavement	3,287	sy	\$ 60.00	\$ 197,200
416	4" Topsoil	2,755	sy	\$ 2.50	\$ 6,888
516	6" Curb & Gutter	1,740	lf	\$ 5.00	\$ 8,700
616	Allotment for Turn Lanes and Median Openings	301	sy	\$ 77.00	\$ 23,148
716	Moisture Conditioning	3,480	sy	\$ 8.00	\$ 27,840
Paving Construction Cost Subtotal:					\$ 341,302
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	10,239	
√ Pavement Markings/Markers		3%	\$	10,239	
√ Roadway Drainage	Standard Internal System	25%	\$	85,325	
	Special Drainage Structures		\$	-	
√ Water	Incidental Adjustments	3%	\$	10,239	
√ Sewer	Incidental Adjustments	3%	\$	10,239	
√ Establish Turf / Erosion Control		2%	\$	6,826	
√ Illumination	Standard Illumination System	6%	\$	20,478	
Other:					
			Allowance Subtotal:	\$ 153,586	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 494,888	
Mobilization:				5% \$ 24,744	
Site Preparation:				5% \$ 24,744	
Construction Cost TOTAL:				\$ 545,000	
Construction Contingency:				15% \$ 81,750	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 627,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 627,000
Engineering/Survey/Testing:		20%	\$ 125,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 125,400
Impact Fee Project Cost TOTAL:			\$ 877,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (2)	This project consists of the reconstruction of a two-lane facility to a six-lane divided greenway arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.	B-3
Limits:	1,670' N OF OLYMPIC TO 730' S OF OLYMPIC		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	2,400		
Service Area(s):	B, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	29,333	cy	\$ 10.00	\$ 293,333
216	Lime Treated Subgrade (8") (PI<12)	19,200	sy	\$ 7.00	\$ 134,400
316	9" Concrete Pavement	18,133	sy	\$ 60.00	\$ 1,088,000
416	4" Topsoil	15,200	sy	\$ 2.50	\$ 38,000
516	6" Curb & Gutter	9,600	lf	\$ 5.00	\$ 48,000
616	Allotment for Turn Lanes and Median Openings	1,659	sy	\$ 77.00	\$ 127,711
716	Moisture Conditioning	19,200	sy	\$ 8.00	\$ 153,600
Paving Construction Cost Subtotal:					\$ 1,883,044
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	56,491	
√ Pavement Markings/Markers		3%	\$	56,491	
√ Roadway Drainage	Standard Internal System	25%	\$	470,761	
	Special Drainage Structures		\$	-	
√ Water	Incidental Adjustments	3%	\$	56,491	
√ Sewer	Incidental Adjustments	3%	\$	56,491	
√ Establish Turf / Erosion Control		2%	\$	37,661	
√ Illumination	Standard Illumination System	6%	\$	112,983	
Other:					
			Allowance Subtotal:	\$ 847,370	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 2,730,414
Mobilization:					5% \$ 136,521
Site Preparation:					5% \$ 136,521
Construction Cost TOTAL:					\$ 3,004,000
Construction Contingency:					15% \$ 450,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,455,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,455,000
Engineering/Survey/Testing:		20%	\$ 691,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 691,000
Impact Fee Project Cost TOTAL:			\$ 4,837,000

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

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

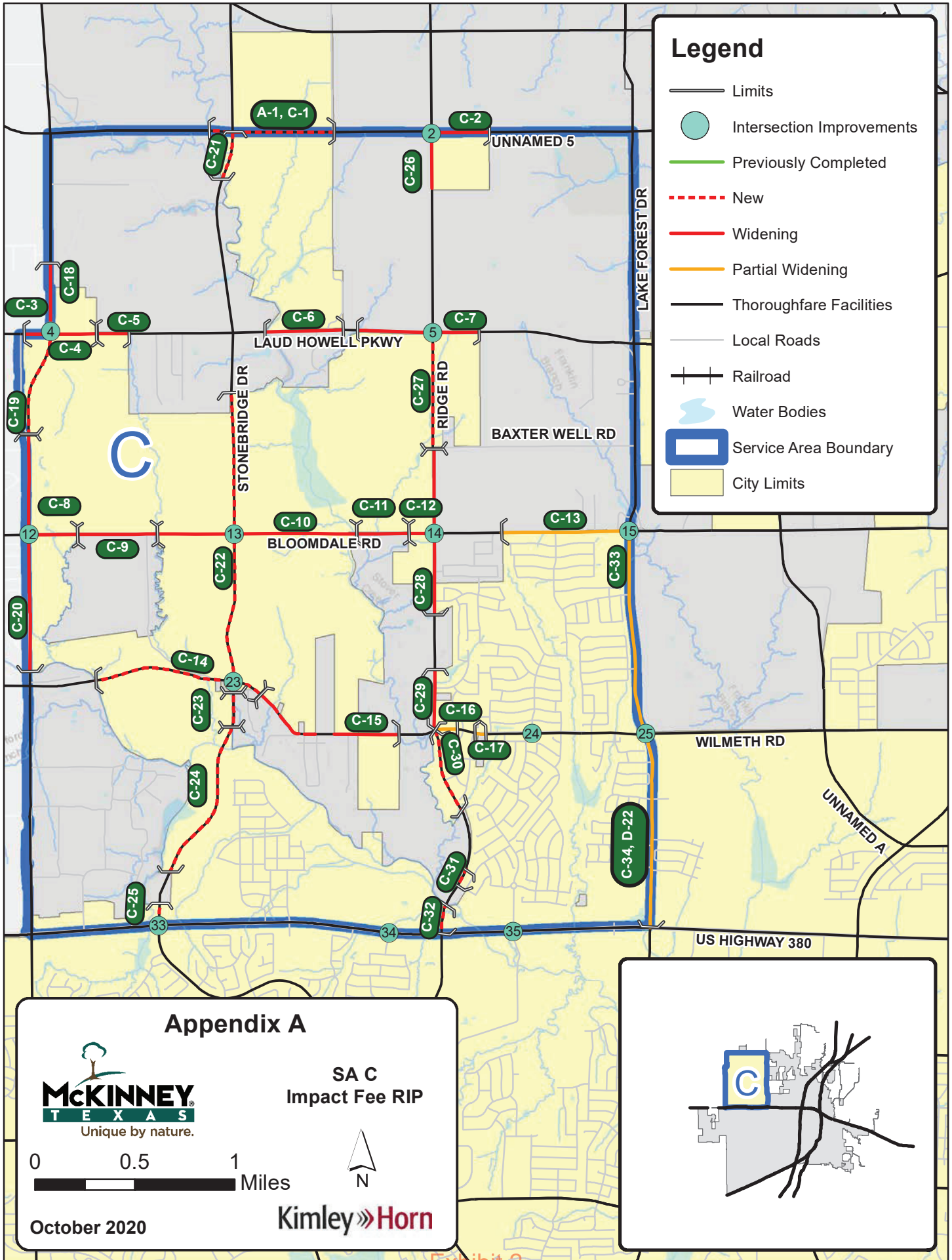
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (3)	This project consists of the construction of a new six-lane divided greenway arterial.	B-4
Limits:	1,940' N OF UNNAMED 5 TO UNNAMED 5		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	1,940		
Service Area(s):	B		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	23,711	cy	\$ 10.00	\$ 237,111
216	Lime Treated Subgrade (8") (PI<12)	15,520	sy	\$ 7.00	\$ 108,640
316	9" Concrete Pavement	14,658	sy	\$ 60.00	\$ 879,467
416	4" Topsoil	12,287	sy	\$ 2.50	\$ 30,717
516	6" Curb & Gutter	7,760	lf	\$ 5.00	\$ 38,800
616	Allotment for Turn Lanes and Median Openings	1,341	sy	\$ 77.00	\$ 103,233
716	Moisture Conditioning	15,520	sy	\$ 8.00	\$ 124,160
Paving Construction Cost Subtotal:					\$ 1,522,128
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	15,221	
√ Pavement Markings/Markers		3%	\$	45,664	
√ Roadway Drainage	Standard Internal System	25%	\$	380,532	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	30,443	
√ Illumination	Standard Illumination System	6%	\$	91,328	
Other:					
			Allowance Subtotal:	\$ 563,187	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 2,085,315	
Mobilization:				5% \$ 104,266	
Site Preparation:				5% \$ 104,266	
Construction Cost TOTAL:				\$ 2,294,000	
Construction Contingency:				15% \$ 344,100	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,639,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,639,000
Engineering/Survey/Testing:		20%	\$ 527,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 923,650
Impact Fee Project Cost TOTAL:			\$ 4,090,450

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City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area C

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area	
A-1, C-1	M6D	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	\$ 7,715,900	50%	\$ 3,857,950	
C-2	M6D	UNNAMED 5 (2)	RIDGE RD TO 1,505' E OF RIDGE RD	\$ 3,137,400	50%	\$ 1,568,700	
C-3	G6D	LAUD HOWELL PKWY (1)	695' W OF CUSTER RD TO CUSTER RD	\$ 665,000	50%	\$ 332,500	
C-4	G6D	LAUD HOWELL PKWY (2)	CUSTER RD TO 1,225' E OF CUSTER RD	\$ 1,171,800	100%	\$ 1,171,800	
C-5	G6D	LAUD HOWELL PKWY (3)	1,225' E OF CUSTER RD TO 2,070' E OF CUSTER RD	\$ 808,500	50%	\$ 404,250	
C-6	G6D	LAUD HOWELL PKWY (4)	840' E OF STONEBRIDGE DR TO 2,905' E OF STONEBRIDGE DR	\$ 2,859,500	50%	\$ 1,429,750	
C-7	G6D	LAUD HOWELL PKWY (5)	1,985' W OF RIDGE RD TO 1,230' E OF RIDGE RD	\$ 3,073,000	50%	\$ 1,536,500	
C-8	P6D	BLOOMDALE RD (1)	CUSTER RD TO 1,310' E OF CUSTER RD	\$ 3,179,400	100%	\$ 3,179,400	
C-9	P6D	BLOOMDALE RD (2)	1,310' E OF CUSTER RD TO 2,030' W OF STONEBRIDGE DR	\$ 4,838,400	50%	\$ 2,419,200	
C-10	P6D	BLOOMDALE RD (3)	2,030' W OF STONEBRIDGE DR TO 3,245' E OF STONEBRIDGE DR	\$ 13,314,000	100%	\$ 13,314,000	
C-11	P6D	BLOOMDALE RD (4)	3,245' E OF STONEBRIDGE DR TO 695' W OF RIDGE RD	\$ 3,292,800	50%	\$ 1,646,400	
C-12	P6D	BLOOMDALE RD (5)	695' W OF RIDGE RD TO RIDGE RD	\$ 1,453,200	100%	\$ 1,453,200	
C-13	P6D(2/3)	BLOOMDALE RD (6)	3,400' W OF LAKE FOREST DR TO LAKE FOREST DR	\$ 4,650,800	50%	\$ 2,325,400	
C-14	G4D	WILMETH RD (1)	3,725' W OF STONEBRIDGE DR TO 815' E OF STONEBRIDGE DR	\$ 8,845,850	100%	\$ 8,845,850	
C-15	G4D	WILMETH RD (2)	815' E OF STONEBRIDGE DR TO 995' W OF RIDGE RD	\$ 6,200,600	50%	\$ 3,100,300	
C-16	G4D(1/2)	WILMETH RD (3)	RIDGE RD TO 585' E OF RIDGE RD	\$ 1,593,000	100%	\$ 1,593,000	
C-17	G4D(1/2)	WILMETH RD (4)	1,095' E OF RIDGE RD TO 1,365' E OF RIDGE RD	\$ 708,000	100%	\$ 708,000	
C-18	P6D	CUSTER RD (1)	1,855' N OF LAUD HOWELL PKWY TO LAUD HOWELL PKWY	\$ 1,834,000	50%	\$ 917,000	
C-19	P6D	CUSTER RD (2)	LAUD HOWELL PKWY TO 2,775' N OF BLOOMDALE RD	\$ 2,869,825	100%	\$ 2,869,825	
C-20	P6D	CUSTER RD (3)	2,655' N OF BLOOMDALE RD TO 375' N OF WILMETH RD	\$ 8,071,300	50%	\$ 4,035,650	
C-21	G4D	STONEBRIDGE DR (2)	UNNAMED 5 TO 1,280' S OF UNNAMED 5	\$ 2,763,650	100%	\$ 2,763,650	
C-22	G4D	STONEBRIDGE DR (3)	1,570' S OF LAUD HOWELL PKWY TO 280' S OF WILMETH RD	\$ 14,194,900	100%	\$ 14,194,900	
C-23	G4D	STONEBRIDGE DR (4)	280' S OF WILMETH RD TO 1,195' S OF WILMETH RD	\$ 2,117,300	50%	\$ 1,058,650	
C-24	G4D	STONEBRIDGE DR (5)	1,195' S OF WILMETH RD TO 5,555' S OF WILMETH RD	\$ 8,232,050	100%	\$ 8,232,050	
C-25	G4D	STONEBRIDGE DR (6)	580' N OF US HIGHWAY 380 TO US HIGHWAY 380	\$ 1,030,750	100%	\$ 1,030,750	
C-26	M6D	RIDGE RD (1)	UNNAMED 5 TO 1,485' S OF UNNAMED 5	\$ 3,095,400	50%	\$ 1,547,700	
C-27	M6D	RIDGE RD (2)	LAUD HOWELL PKWY TO BAXTER WELL RD	\$ 7,267,950	100%	\$ 7,267,950	
C-28	M6D	RIDGE RD (3)	BAXTER WELL RD TO 2,160' S OF BLOOMDALE RD	\$ 9,144,800	50%	\$ 4,572,400	
C-29	M6D	RIDGE RD (4)	1,590' N OF WILMETH RD TO WILMETH RD	\$ 3,756,200	50%	\$ 1,878,100	
C-30	M6D(1/3)	RIDGE RD (5)	WILMETH RD TO 2,280' S OF WILMETH RD	\$ 7,411,200	100%	\$ 7,411,200	
C-31	M6D(1/3)	RIDGE RD (6)	1,860' N OF US HIGHWAY 380 TO 1,390' N OF US HIGHWAY 380	\$ 1,455,000	50%	\$ 727,500	
C-32	M6D(1/3)	RIDGE RD (7)	775' N OF US HIGHWAY 380 TO US HIGHWAY 380	\$ 2,857,200	100%	\$ 2,857,200	
C-33	M6D(1/3)	LAKE FOREST DR (2)	BLOOMDALE RD TO WILMETH RD	\$ 5,008,981	50%	\$ 2,504,491	
C-34, D-22	M6D(1/3)	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	\$ 2,350,800	50%	\$ 1,175,400	
2	Intersection	Signal	RIDGE RD & UNNAMED 5	\$ 300,000	25%	\$ 75,000	
4		Signal	LAUD HOWELL PKWY & CUSTER RD	\$ 300,000	75%	\$ 225,000	
5		Signal	LAUD HOWELL PKWY & RIDGE RD	\$ 300,000	50%	\$ 150,000	
12		Intersection Improvement	CUSTER RD & BLOOMDALE RD	\$ 150,000	50%	\$ 75,000	
13		Signal	BLOOMDALE RD & STONEBRIDGE DR	\$ 300,000	100%	\$ 300,000	
14		Signal	BLOOMDALE RD & RIDGE RD	\$ 300,000	50%	\$ 150,000	
15		Signal	BLOOMDALE RD & LAKE FOREST DR	\$ 300,000	25%	\$ 75,000	
23		Signal	STONEBRIDGE DR & WILMETH RD	\$ 300,000	100%	\$ 300,000	
24		Signal	WILMETH RD & RIDGEKNOLL AVE	\$ 300,000	100%	\$ 300,000	
25		Roundabout	LAKE FOREST DR & WILMETH RD	\$ 1,830,000	50%	\$ 915,000	
33		Signal Mod	US HIGHWAY 380 & STONEBRIDGE DR	\$ 150,000	50%	\$ 75,000	
34		Signal	US HIGHWAY 380 & FOREST RIDGE LN	\$ 300,000	50%	\$ 150,000	
35		Signal	US HIGHWAY 380 & AUBURN HILLS PKWY	\$ 300,000	50%	\$ 150,000	
				\$ 156,098,456		\$ 116,870,616	

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.

Exhibit 2

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	A-1, C-1
Name:	UNNAMED 5 (1)	This project consists of the construction of a new six-lane divided major arterial.		
Limits:	635' W OF STONEBRIDGE DR TO CR 168			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	3,315			
Service Area(s):	A and C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	36,833	cy	\$ 10.00	\$ 368,333
209	Lime Treated Subgrade (8") (PI<12)	28,730	sy	\$ 7.00	\$ 201,110
309	9" Concrete Pavement	27,257	sy	\$ 60.00	\$ 1,635,400
409	4" Topsoil	12,892	sy	\$ 2.50	\$ 32,229
509	6" Curb & Gutter	13,260	lf	\$ 5.00	\$ 66,300
609	Allotment for Turn Lanes and Median Openings	2,023	sy	\$ 77.00	\$ 155,774
709	Moisture Conditioning	28,730	sy	\$ 8.00	\$ 229,840
Paving Construction Cost Subtotal:					\$ 2,688,987
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	26,890	
√ Pavement Markings/Markers		3%	\$	80,670	
√ Roadway Drainage	Standard Internal System	25%	\$	672,247	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	53,780	
√ Illumination	Standard Illumination System	6%	\$	161,339	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,244,925
Paving and Allowance Subtotal:					\$ 3,933,912
Mobilization:					5% \$ 196,696
Site Preparation:					5% \$ 196,696
Construction Cost TOTAL:					\$ 4,328,000
Construction Contingency:					15% \$ 649,200
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,978,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,978,000
Engineering/Survey/Testing:		20%	\$ 995,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,742,300
Impact Fee Project Cost TOTAL:			\$ 7,715,900

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-2
Name:	UNNAMED 5 (2)	<p>This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:	RIDGE RD TO 1,505' E OF RIDGE RD			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,505			
Service Area(s):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	16,722	cy	\$ 10.00	\$ 167,222
209	Lime Treated Subgrade (8") (PI<12)	13,043	sy	\$ 7.00	\$ 91,303
309	9" Concrete Pavement	12,374	sy	\$ 60.00	\$ 742,467
409	4" Topsoil	5,853	sy	\$ 2.50	\$ 14,632
509	6" Curb & Gutter	6,020	lf	\$ 5.00	\$ 30,100
609	Allotment for Turn Lanes and Median Openings	918	sy	\$ 77.00	\$ 70,721
709	Moisture Conditioning	13,043	sy	\$ 8.00	\$ 104,347
Paving Construction Cost Subtotal:					\$ 1,220,792
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	36,624	
√ Pavement Markings/Markers		3%	\$	36,624	
√ Roadway Drainage	Standard Internal System	25%	\$	305,198	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	36,624	
√ Sewer	Incidental Adjustments	3%	\$	36,624	
√ Establish Turf / Erosion Control		2%	\$	24,416	
√ Illumination	Standard Illumination System	6%	\$	73,248	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 549,356
Paving and Allowance Subtotal:					\$ 1,770,148
Mobilization:					5% \$ 88,507
Site Preparation:					5% \$ 88,507
Construction Cost TOTAL:					\$ 1,948,000
Construction Contingency:					15% \$ 292,200
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,241,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,241,000
Engineering/Survey/Testing:		20%	\$ 448,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 448,200
Impact Fee Project Cost TOTAL:			\$ 3,137,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-3
Name:	LAUD HOWELL PKWY (1) 695' W OF CUSTER RD TO CUSTER RD	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	
Limits:			
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	695		
Service Area(s):	C, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	4,247	cy	\$ 15.00	\$ 63,708
216	Lime Treated Subgrade (8") (PI<12)	5,560	sy	\$ 7.00	\$ 38,920
316	4" TY D HMAC Underlayment	5,251	sy	\$ 5.00	\$ 26,256
416	9" Concrete Pavement	5,251	sy	\$ 60.00	\$ 315,067
516	4" Topsoil	4,402	sy	\$ 4.00	\$ 17,607
616	6" Curb & Gutter	2,780	lf	\$ 5.00	\$ 13,900
716	Allotment for Turn Lanes and Median Openings	480	sy	\$ 87.00	\$ 41,786
Paving Construction Cost Subtotal:					\$ 517,243
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	15,517	
√ Pavement Markings/Markers		3%	\$	15,517	
√ Roadway Drainage		25%	\$	129,311	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	15,517	
√ Sewer	Incidental Adjustments	3%	\$	15,517	
√ Establish Turf / Erosion Control		2%	\$	10,345	
√ Illumination	Standard Illumination System	6%	\$	31,035	
Other:					
			Allowance Subtotal:	\$ 232,759	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 750,003
Mobilization:					5% \$ 37,500
Site Preparation:					5% \$ 37,500
Construction Cost TOTAL:					\$ 826,000
Construction Contingency:					15% \$ 123,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 950,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 950,000
Engineering/Survey/Testing:		20%	\$ 190,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 190,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 665,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-4
Name:	LAUD HOWELL PKWY (2)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided greenway arterial.		
Limits:	CUSTER RD TO 1,225' E OF CUSTER RD			
Impact Fee Class:	G6D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,225			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	7,486	cy	\$ 15.00	\$ 112,292
216	Lime Treated Subgrade (8") (PI<12)	9,800	sy	\$ 7.00	\$ 68,600
316	4" TY D HMAC Underlayment	9,256	sy	\$ 5.00	\$ 46,278
416	9" Concrete Pavement	9,256	sy	\$ 60.00	\$ 555,333
516	4" Topsoil	7,758	sy	\$ 4.00	\$ 31,033
616	6" Curb & Gutter	4,900	lf	\$ 5.00	\$ 24,500
716	Allotment for Turn Lanes and Median Openings	847	sy	\$ 87.00	\$ 73,652
Paving Construction Cost Subtotal:					\$ 911,688
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	27,351	
√ Pavement Markings/Markers		3%	\$	27,351	
√ Roadway Drainage	None Anticipated	25%	\$	227,922	
Special Drainage Structures			\$	-	
√ Water	Incidental Adjustments	3%	\$	27,351	
√ Sewer	Incidental Adjustments	3%	\$	27,351	
√ Establish Turf / Erosion Control	Standard Illumination System	2%	\$	18,234	
√ Illumination		6%	\$	54,701	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 410,259
Paving and Allowance Subtotal:					\$ 1,321,947
Mobilization:					5% \$ 66,097
Site Preparation:					5% \$ 66,097
Construction Cost TOTAL:					\$ 1,455,000
Construction Contingency:					15% \$ 218,250
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,674,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,674,000
Engineering/Survey/Testing:		20%	\$ 334,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 334,800
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 1,171,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	LAUD HOWELL PKWY (3) 1,225' E OF CUSTER RD TO 2,070'	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	C-5
Limits:	E OF CUSTER RD		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	845		
Service Area(s):	C, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	5,164	cy	\$ 15.00	\$ 77,458
216	Lime Treated Subgrade (8") (PI<12)	6,760	sy	\$ 7.00	\$ 47,320
316	4" TY D HMAC Underlayment	6,384	sy	\$ 5.00	\$ 31,922
416	9" Concrete Pavement	6,384	sy	\$ 60.00	\$ 383,067
516	4" Topsoil	5,352	sy	\$ 4.00	\$ 21,407
616	6" Curb & Gutter	3,380	lf	\$ 5.00	\$ 16,900
716	Allotment for Turn Lanes and Median Openings	584	sy	\$ 87.00	\$ 50,805
Paving Construction Cost Subtotal:					\$ 628,878
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	18,866	
√ Pavement Markings/Markers		3%	\$	18,866	
√ Roadway Drainage		25%	\$	157,220	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	18,866	
√ Sewer	Incidental Adjustments	3%	\$	18,866	
√ Establish Turf / Erosion Control		2%	\$	12,578	
√ Illumination	Standard Illumination System	6%	\$	37,733	
Other:					
			Allowance Subtotal:	\$ 282,995	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 911,874	
Mobilization:				5% \$ 45,594	
Site Preparation:				5% \$ 45,594	
Construction Cost TOTAL:				\$ 1,004,000	
Construction Contingency:				15% \$ 150,600	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 1,155,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,155,000
Engineering/Survey/Testing:		20%	\$ 231,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 231,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 808,500

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-6
Name:	LAUD HOWELL PKWY (4) 840' E OF STONEBRIDGE DR TO 2,905' E OF STONEBRIDGE DR	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided greenway arterial. Based on the existing City Limits, the southern half of the roadway is not included in the Impact Fee RIP.	
Limits:	G6D		
Impact Fee Class:	Greenway Arterial		
Thoroughfare Class:	2,065		
Length (lf):	C, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	12,619	cy	\$ 15.00	\$ 189,292
216	Lime Treated Subgrade (8") (PI<12)	16,520	sy	\$ 7.00	\$ 115,640
316	4" TY D HMAC Underlayment	15,602	sy	\$ 5.00	\$ 78,011
416	9" Concrete Pavement	15,602	sy	\$ 60.00	\$ 936,133
516	4" Topsoil	13,078	sy	\$ 4.00	\$ 52,313
616	6" Curb & Gutter	8,260	lf	\$ 5.00	\$ 41,300
716	Allotment for Turn Lanes and Median Openings	1,427	sy	\$ 87.00	\$ 124,156
Paving Construction Cost Subtotal:					\$ 1,536,845
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	46,105	
√ Pavement Markings/Markers		3%	\$	46,105	
√ Roadway Drainage		25%	\$	384,211	
√ Special Drainage Structures	Bridge		\$	1,000,000	
√ Water	Incidental Adjustments	3%	\$	46,105	
√ Sewer	Incidental Adjustments	3%	\$	46,105	
√ Establish Turf / Erosion Control		2%	\$	30,737	
√ Illumination	Standard Illumination System	6%	\$	92,211	
Other:					
			Allowance Subtotal:	\$ 1,691,580	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 3,228,425
Mobilization:					5% \$ 161,421
Site Preparation:					5% \$ 161,421
Construction Cost TOTAL:					\$ 3,552,000
Construction Contingency:					15% \$ 532,800
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,085,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,085,000
Engineering/Survey/Testing:		20%	\$ 817,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 817,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,859,500

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	LAUD HOWELL PKWY (5) 1,985' W OF RIDGE RD TO 1,230' E	<p>This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.</p>	C-7
Limits:	OF RIDGE RD		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	3,215		
Service Area(s):	C, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
116	Unclassified Street Excavation	19,647	cy	\$ 294,708
216	Lime Treated Subgrade (8") (PI<12)	25,720	sy	\$ 180,040
316	4" TY D HMAC Underlayment	24,291	sy	\$ 121,456
416	9" Concrete Pavement	24,291	sy	\$ 1,457,467
516	4" Topsoil	20,362	sy	\$ 81,447
616	6" Curb & Gutter	12,860	lf	\$ 64,300
716	Allotment for Turn Lanes and Median Openings	2,222	sy	\$ 193,298
Paving Construction Cost Subtotal:				\$ 2,392,715
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	71,781
√ Pavement Markings/Markers		3%	\$	71,781
√ Roadway Drainage		25%	\$	598,179
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	71,781
√ Sewer	Incidental Adjustments	3%	\$	71,781
√ Establish Turf / Erosion Control		2%	\$	47,854
√ Illumination	Standard Illumination System	6%	\$	143,563
Other:				
			Allowance Subtotal:	\$ 1,076,722
Paving and Allowance Subtotal:				\$ 3,469,437
Mobilization:				5% \$ 173,472
Site Preparation:				5% \$ 173,472
Construction Cost TOTAL:				\$ 3,817,000
Construction Contingency:				15% \$ 572,550
Construction Cost TOTAL W/ CONTINGENCY:				\$ 4,390,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,390,000
Engineering/Survey/Testing:		20%	\$ 878,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 878,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 3,073,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-8
Name:	BLOOMDALE RD (1)	<p>This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.</p>		
Limits:	CUSTER RD TO 1,310' E OF CUSTER RD			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	1,310			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	14,556	cy	\$ 10.00	\$ 145,556
213	Lime Treated Subgrade (8") (PI<12)	11,353	sy	\$ 7.00	\$ 79,473
313	9" Concrete Pavement	10,771	sy	\$ 60.00	\$ 646,267
413	4" Topsoil	5,968	sy	\$ 2.50	\$ 14,919
513	6" Curb & Gutter	5,240	lf	\$ 5.00	\$ 26,200
613	Allotment for Turn Lanes and Median Openings	799	sy	\$ 77.00	\$ 61,558
713	Moisture Conditioning	11,353	sy	\$ 8.00	\$ 90,827
Paving Construction Cost Subtotal:					\$ 1,064,800
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	31,944	
√ Pavement Markings/Markers		3%	\$	31,944	
√ Roadway Drainage	Standard Internal System	25%	\$	266,200	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
√ Water	Incidental Adjustments	3%	\$	31,944	
√ Sewer	Incidental Adjustments	3%	\$	31,944	
√ Establish Turf / Erosion Control		2%	\$	21,296	
√ Illumination	Standard Illumination System	6%	\$	63,888	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 729,160
Paving and Allowance Subtotal:					\$ 1,793,959
Mobilization:					5% \$ 89,698
Site Preparation:					5% \$ 89,698
Construction Cost TOTAL:					\$ 1,974,000
Construction Contingency:					15% \$ 296,100
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,271,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,271,000
Engineering/Survey/Testing:		20%	\$ 454,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 454,200
Impact Fee Project Cost TOTAL:			\$ 3,179,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	BLOOMDALE RD (2) 1,310' E OF CUSTER RD TO 2,030'	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. Based on the existing City Limits, the southern half of the roadway is not included in the Impact Fee RIP.	C-9
Limits:	W OF STONEBRIDGE DR		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	2,105		
Service Area(s):	C, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	23,389	cy	\$ 233,889
213	Lime Treated Subgrade (8") (PI<12)	18,243	sy	\$ 127,703
313	9" Concrete Pavement	17,308	sy	\$ 1,038,467
413	4" Topsoil	9,589	sy	\$ 23,974
513	6" Curb & Gutter	8,420	lf	\$ 42,100
613	Allotment for Turn Lanes and Median Openings	1,285	sy	\$ 98,916
713	Moisture Conditioning	18,243	sy	\$ 145,947
Paving Construction Cost Subtotal:				\$ 1,710,995
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	51,330
√ Pavement Markings/Markers		3%	\$	51,330
√ Roadway Drainage	Standard Internal System	25%	\$	427,749
√ Special Drainage Structures	Stream Crossing		\$	250,000
√ Water	Incidental Adjustments	3%	\$	51,330
√ Sewer	Incidental Adjustments	3%	\$	51,330
√ Establish Turf / Erosion Control		2%	\$	34,220
√ Illumination	Standard Illumination System	6%	\$	102,660
Other:				
			Allowance Subtotal:	\$ 1,019,948
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,730,942
Mobilization:				5% \$ 136,547
Site Preparation:				5% \$ 136,547
Construction Cost TOTAL:				\$ 3,005,000
Construction Contingency:				15% \$ 450,750
Construction Cost TOTAL W/ CONTINGENCY:				\$ 3,456,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,456,000
Engineering/Survey/Testing:		20%	\$ 691,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 691,200
Impact Fee Project Cost TOTAL:			\$ 4,838,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	BLOOMDALE RD (3) 2,030' W OF STONEBRIDGE DR TO 3,245' E OF STONEBRIDGE DR	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.	C-10
Limits:			
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	5,275		
Service Area(s):	C		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	58,611	cy	\$ 586,111
213	Lime Treated Subgrade (8") (PI<12)	45,717	sy	\$ 320,017
313	9" Concrete Pavement	43,372	sy	\$ 2,602,333
413	4" Topsoil	24,031	sy	\$ 60,076
513	6" Curb & Gutter	21,100	lf	\$ 105,500
613	Allotment for Turn Lanes and Median Openings	3,219	sy	\$ 247,876
713	Moisture Conditioning	45,717	sy	\$ 365,733
Paving Construction Cost Subtotal:				\$ 4,287,647
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	128,629
√ Pavement Markings/Markers		3%	\$	128,629
√ Roadway Drainage	Standard Internal System	25%	\$	1,071,912
√ Special Drainage Structures	Bridge		\$	1,300,000
√ Water	Incidental Adjustments	3%	\$	128,629
√ Sewer	Incidental Adjustments	3%	\$	128,629
√ Establish Turf / Erosion Control		2%	\$	85,753
√ Illumination	Standard Illumination System	6%	\$	257,259
Other:				
			Allowance Subtotal:	\$ 3,229,441
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 7,517,088
Mobilization:				5% \$ 375,854
Site Preparation:				5% \$ 375,854
Construction Cost TOTAL:				\$ 8,269,000
Construction Contingency:				15% \$ 1,240,350
Construction Cost TOTAL W/ CONTINGENCY:				\$ 9,510,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 9,510,000
Engineering/Survey/Testing:		20%	\$ 1,902,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 1,902,000
Impact Fee Project Cost TOTAL:			\$ 13,314,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-11
Name:	BLOOMDALE RD (4) 3,245' E OF STONEBRIDGE DR TO 695' W OF RIDGE RD	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. Based on the existing City Limits, the southern half of the roadway is not included in the Impact Fee RIP.		
Limits:				
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	1,365			
Service Area(s):	C, Half			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	15,167	cy	\$ 151,667
213	Lime Treated Subgrade (8") (PI<12)	11,830	sy	\$ 82,810
313	9" Concrete Pavement	11,223	sy	\$ 673,400
413	4" Topsoil	6,218	sy	\$ 15,546
513	6" Curb & Gutter	5,460	lf	\$ 27,300
613	Allotment for Turn Lanes and Median Openings	833	sy	\$ 64,142
713	Moisture Conditioning	11,830	sy	\$ 94,640
Paving Construction Cost Subtotal:				\$ 1,109,505
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	33,285
√ Pavement Markings/Markers		3%	\$	33,285
√ Roadway Drainage	Standard Internal System	25%	\$	277,376
√ Special Drainage Structures	Stream Crossing		\$	250,000
√ Water	Incidental Adjustments	3%	\$	33,285
√ Sewer	Incidental Adjustments	3%	\$	33,285
√ Establish Turf / Erosion Control		2%	\$	22,190
√ Illumination	Standard Illumination System	6%	\$	66,570
Other:				
			Allowance Subtotal:	\$ 749,277
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 1,858,782
Mobilization:				5% \$ 92,939
Site Preparation:				5% \$ 92,939
Construction Cost TOTAL:				\$ 2,045,000
Construction Contingency:				15% \$ 306,750
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,352,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,352,000
Engineering/Survey/Testing:		20%	\$ 470,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 470,400
Impact Fee Project Cost TOTAL:			\$ 3,292,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	BLOOMDALE RD (5)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.	C-12
Limits:	695' W OF RIDGE RD TO RIDGE RD		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	695		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	7,722	cy	\$ 10.00	\$ 77,222
213	Lime Treated Subgrade (8") (PI<12)	6,023	sy	\$ 7.00	\$ 42,163
313	9" Concrete Pavement	5,714	sy	\$ 60.00	\$ 342,867
413	4" Topsoil	3,166	sy	\$ 2.50	\$ 7,915
513	6" Curb & Gutter	2,780	lf	\$ 5.00	\$ 13,900
613	Allotment for Turn Lanes and Median Openings	424	sy	\$ 77.00	\$ 32,659
713	Moisture Conditioning	6,023	sy	\$ 8.00	\$ 48,187
Paving Construction Cost Subtotal:					\$ 564,913
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	16,947	
√ Pavement Markings/Markers		3%	\$	16,947	
√ Roadway Drainage	Standard Internal System	25%	\$	141,228	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	16,947	
√ Sewer	Incidental Adjustments	3%	\$	16,947	
√ Establish Turf / Erosion Control		2%	\$	11,298	
√ Illumination	Standard Illumination System	6%	\$	33,895	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 254,211
Paving and Allowance Subtotal:					\$ 819,123
Mobilization:					5% \$ 40,956
Site Preparation:					5% \$ 40,956
Construction Cost TOTAL:					\$ 902,000
Construction Contingency:					15% \$ 135,300
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,038,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,038,000
Engineering/Survey/Testing:		20%	\$ 207,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 207,600
Impact Fee Project Cost TOTAL:			\$ 1,453,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-13
Name:	BLOOMDALE RD (6) 3,400' W OF LAKE FOREST DR TO	This project consists of the construction of four additional through lanes of the ultimate six-lane divided principal arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP	
Limits:	LAKE FOREST DR		
Impact Fee Class:	P6D(2/3)		
Thoroughfare Class:	Principal Arterial		
Length (lf):	3,400		
Service Area(s):	C, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
115	Unclassified Street Excavation	30,978	cy	\$ 10.00	\$ 309,778
215	Lime Treated Subgrade (8") (PI<12)	19,833	sy	\$ 7.00	\$ 138,833
315	9" Concrete Pavement	18,700	sy	\$ 60.00	\$ 1,122,000
415	4" Topsoil	11,522	sy	\$ 2.50	\$ 28,806
515	6" Curb & Gutter	10,200	lf	\$ 5.00	\$ 51,000
615	Allotment for Turn Lanes and Median Openings	2,075	sy	\$ 77.00	\$ 159,769
Paving Construction Cost Subtotal:					\$ 1,810,185
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	54,306	
√ Pavement Markings/Markers		3%	\$	54,306	
√ Roadway Drainage	Standard Internal System	25%	\$	452,546	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	54,306	
√ Sewer	Incidental Adjustments	3%	\$	54,306	
√ Establish Turf / Erosion Control		2%	\$	36,204	
√ Illumination	Standard Illumination System	6%	\$	108,611	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 814,583
Paving and Allowance Subtotal:					\$ 2,624,769
Mobilization:					5% \$ 131,238
Site Preparation:					5% \$ 131,238
Construction Cost TOTAL:					\$ 2,888,000
Construction Contingency:					15% \$ 433,200
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,322,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,322,000
Engineering/Survey/Testing:		20%	\$ 664,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 664,400
Impact Fee Project Cost TOTAL:			\$ 4,650,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	WILMETH RD (1)	This project consists of the construction of a new four-lane divided greenway arterial.	C-14
Limits:	3,725' W OF STONEBRIDGE DR TO 815' E OF STONEBRIDGE DR		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	4,540		
Service Area(s):	C		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
107	Unclassified Street Excavation	44,391	cy	\$ 443,911
207	Lime Treated Subgrade (8") (PI<12)	33,293	sy	\$ 233,053
307	8" Concrete Pavement	31,276	sy	\$ 1,720,156
407	4" Topsoil	21,691	sy	\$ 54,228
507	6" Curb & Gutter	18,160	lf	\$ 90,800
607	Allotment for Turn Lanes and Median Openings	2,666	sy	\$ 191,918
707	Moisture Conditioning	33,293	sy	\$ 266,347
Paving Construction Cost Subtotal:				\$ 3,000,413
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$	30,004
√ Pavement Markings/Markers		3%	\$	90,012
√ Roadway Drainage	Standard Internal System	25%	\$	750,103
√ Special Drainage Structures	Stream Crossing		\$	400,000
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	60,008
√ Illumination	Standard Illumination System	6%	\$	180,025
Other:				
			Allowance Subtotal:	\$ 1,510,153
Paving and Allowance Subtotal:				\$ 4,510,565
Mobilization:				5% \$ 225,528
Site Preparation:				5% \$ 225,528
Construction Cost TOTAL:				\$ 4,962,000
Construction Contingency:				15% \$ 744,300
Construction Cost TOTAL W/ CONTINGENCY:				\$ 5,707,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,707,000
Engineering/Survey/Testing:		20%	\$ 1,141,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,997,450
Impact Fee Project Cost TOTAL:			\$ 8,845,850

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-15
Name:	WILMETH RD (2) 815' E OF STONEBRIDGE DR TO 995' W OF RIDGE RD	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial. Based on the existing City Limits, the southern half of the roadway is not included in the Impact Fee RIP for the 2,285' western section while the northern half of the roadway is not included for the remaining 1,055' eastern section. 775' of this roadway is not included in the Impact Fee RIP.		
Limits:				
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	3,340			
Service Area(s):	C			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
107	Unclassified Street Excavation	32,658	cy	\$ 10.00	\$ 326,578	
207	Lime Treated Subgrade (8") (PI<12)	24,493	sy	\$ 7.00	\$ 171,453	
307	8" Concrete Pavement	23,009	sy	\$ 55.00	\$ 1,265,489	
407	4" Topsoil	15,958	sy	\$ 2.50	\$ 39,894	
507	6" Curb & Gutter	13,360	lf	\$ 5.00	\$ 66,800	
607	Allotment for Turn Lanes and Median Openings	1,961	sy	\$ 72.00	\$ 141,191	
707	Moisture Conditioning	24,493	sy	\$ 8.00	\$ 195,947	
Paving Construction Cost Subtotal:					\$ 2,207,352	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	66,221		
√ Pavement Markings/Markers		3%	\$	66,221		
√ Roadway Drainage	Standard Internal System	25%	\$	551,838		
√ Special Drainage Structures	Stream Crossing		\$	300,000		
√ Water	Incidental Adjustments	3%	\$	66,221		
√ Sewer	Incidental Adjustments	3%	\$	66,221		
√ Establish Turf / Erosion Control		2%	\$	44,147		
√ Illumination	Standard Illumination System	6%	\$	132,441		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 1,293,308
Paving and Allowance Subtotal:					\$ 3,500,660	
Mobilization:					5%	\$ 175,033
Site Preparation:					5%	\$ 175,033
Construction Cost TOTAL:					\$ 3,851,000	
Construction Contingency:					15%	\$ 577,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,429,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,429,000
Engineering/Survey/Testing:		20%	\$ 885,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 885,800
Impact Fee Project Cost TOTAL:			\$ 6,200,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	WILMETH RD (3)	This project is part of the Ridge Rd project from US 380 to Wilmeth Rd which includes a roundabout at the Ridge Rd & Wilmeth Rd intersection. The City provided an overall project cost estimate of \$17,700,000. This project consists of the construction of two additional lanes of the ultimate four-lane divided greenway arterial. This project accounted for \$1,593,000 of eligible funds.	C-16
Limits:	RIDGE RD TO 585' E OF RIDGE RD		
Impact Fee Class:	G4D(1/2)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	585		
Service Area(s):	C		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,593,000
Impact Fee Project Cost TOTAL:			\$ 1,593,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	WILMETH RD (4) 1,095' E OF RIDGE RD TO 1,365' E	This project is part of the Ridge Rd project from US 380 to Wilmeth Rd which includes a roundabout at the Ridge Rd & Wilmeth Rd intersection. The City provided an overall project cost estimate of \$17,700,000. This project consists of the construction of two additional lanes of the ultimate four-lane divided greenway arterial. This project accounted for \$708,000 of eligible funds.	C-17
Limits:	OF RIDGE RD		
Impact Fee Class:	G4D(1/2)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	270		
Service Area(s):	C, Half		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 708,000
Impact Fee Project Cost TOTAL:			\$ 708,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-18
Name:	CUSTER RD (1) 1,855' N OF LAUD HOWELL PKWY	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.		
Limits:	TO LAUD HOWELL PKWY			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	1,855			
Service Area(s):	C, Half			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	10,306	cy	\$ 154,583
213	Lime Treated Subgrade (8") (PI<12)	16,077	sy	\$ 112,537
313	4" TY D HMAC Underlayment	15,252	sy	\$ 76,261
413	9" Concrete Pavement	15,252	sy	\$ 915,133
513	4" Topsoil	8,451	sy	\$ 33,802
613	6" Curb & Gutter	7,420	lf	\$ 37,100
713	Allotment for Turn Lanes and Median Openings	1,132	sy	\$ 98,488
Paving Construction Cost Subtotal:				\$ 1,427,905
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	42,837
√ Pavement Markings/Markers		3%	\$	42,837
√ Roadway Drainage		25%	\$	356,976
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	42,837
√ Sewer	Incidental Adjustments	3%	\$	42,837
√ Establish Turf / Erosion Control		2%	\$	28,558
√ Illumination	Standard Illumination System	6%	\$	85,674
Other:				
			Allowance Subtotal:	\$ 642,557
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,070,462
Mobilization:				5% \$ 103,523
Site Preparation:				5% \$ 103,523
Construction Cost TOTAL:				\$ 2,278,000
Construction Contingency:				15% \$ 341,700
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,620,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,620,000
Engineering/Survey/Testing:		20%	\$ 524,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 524,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 1,834,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-19
Name:	CUSTER RD (2)			This project consists of the construction of a new alignment of Custer Road to a six-lane divided principal arterial.
Limits:	LAUD HOWELL PKWY TO 2,775 N OF BLOOMDALE RD			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,775			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	15,417	cy	\$ 15.00	\$ 231,250
213	Lime Treated Subgrade (8") (PI<12)	24,050	sy	\$ 7.00	\$ 168,350
313	4" TY D HMAC Underlayment	22,817	sy	\$ 5.00	\$ 114,083
413	9" Concrete Pavement	22,817	sy	\$ 60.00	\$ 1,369,000
513	4" Topsoil	12,642	sy	\$ 4.00	\$ 50,567
613	6" Curb & Gutter	11,100	lf	\$ 5.00	\$ 55,500
713	Allotment for Turn Lanes and Median Openings	1,693	sy	\$ 87.00	\$ 147,334
Paving Construction Cost Subtotal:					\$ 2,136,084
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	21,361	
√ Pavement Markings/Markers		3%	\$	64,083	
√ Roadway Drainage		25%	\$	534,021	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	42,722	
√ Illumination	Standard Illumination System	6%	\$	128,165	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 790,351	
Paving and Allowance Subtotal:					\$ 2,926,435
Mobilization:					5% \$ 146,322
Site Preparation:					5% \$ 146,322
Construction Cost TOTAL:					\$ 3,220,000
Construction Contingency:					15% \$ 483,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,703,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,703,000
Engineering/Survey/Testing:		20%	\$ 740,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,296,050
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,869,825

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-20
Name:	CUSTER RD (3) 2,655 N OF BLOOMDALE RD TO 375' N OF WILMETH RD	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. The City contributed approximately \$1,080,000 of eligible funds from '12-'19. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.		
Limits:				
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	6,275			
Service Area(s):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	34,861	cy	\$ 15.00	\$ 522,917
213	Lime Treated Subgrade (8") (PI<12)	54,383	sy	\$ 7.00	\$ 380,683
313	4" TY D HMAC Underlayment	51,594	sy	\$ 5.00	\$ 257,972
413	9" Concrete Pavement	51,594	sy	\$ 60.00	\$ 3,095,667
513	4" Topsoil	28,586	sy	\$ 4.00	\$ 114,344
613	6" Curb & Gutter	25,100	lf	\$ 5.00	\$ 125,500
713	Allotment for Turn Lanes and Median Openings	3,829	sy	\$ 87.00	\$ 333,161
Paving Construction Cost Subtotal:					\$ 4,830,245
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	144,907	
√ Pavement Markings/Markers		3%	\$	144,907	
√ Roadway Drainage		25%	\$	1,207,561	
√ Special Drainage Structures	Bridge		\$	1,500,000	
√ Water	Incidental Adjustments	3%	\$	144,907	
√ Sewer	Incidental Adjustments	3%	\$	144,907	
√ Establish Turf / Erosion Control		2%	\$	96,605	
√ Illumination	Standard Illumination System	6%	\$	289,815	
Other:					
			Allowance Subtotal:	\$ 3,673,610	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 8,503,855	
Mobilization:				5% \$ 425,193	
Site Preparation:				5% \$ 425,193	
Construction Cost TOTAL:				\$ 9,355,000	
Construction Contingency:				15% \$ 1,403,250	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 10,759,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 10,759,000
Engineering/Survey/Testing:		20%	\$ 2,151,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,080,000
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 2,151,800
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 8,071,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-21
Name:	STONEBRIDGE DR (2)	This project consists of the construction of a new four-lane divided greenway arterial.		
Limits:	UNNAMED 5 TO 1,280' S OF UNNAMED 5			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,280			
Service Area(s):	C			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
107	Unclassified Street Excavation	12,516	cy	\$ 10.00	\$ 125,156	
207	Lime Treated Subgrade (8") (PI<12)	9,387	sy	\$ 7.00	\$ 65,707	
307	8" Concrete Pavement	8,818	sy	\$ 55.00	\$ 484,978	
407	4" Topsoil	6,116	sy	\$ 2.50	\$ 15,289	
507	6" Curb & Gutter	5,120	lf	\$ 5.00	\$ 25,600	
607	Allotment for Turn Lanes and Median Openings	752	sy	\$ 72.00	\$ 54,109	
707	Moisture Conditioning	9,387	sy	\$ 8.00	\$ 75,093	
Paving Construction Cost Subtotal:					\$ 845,931	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	None Anticipated	1%	\$	8,459		
√ Pavement Markings/Markers		3%	\$	25,378		
√ Roadway Drainage	Standard Internal System	25%	\$	211,483		
√ Special Drainage Structures	Stream Crossing		\$	250,000		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	16,919		
√ Illumination	Standard Illumination System	6%	\$	50,756		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 562,995
Paving and Allowance Subtotal:					\$ 1,408,926	
Mobilization:					5%	\$ 70,446
Site Preparation:					5%	\$ 70,446
Construction Cost TOTAL:					\$ 1,550,000	
Construction Contingency:					15%	\$ 232,500
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,783,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,783,000
Engineering/Survey/Testing:		20%	\$ 356,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 624,050
Impact Fee Project Cost TOTAL:			\$ 2,763,650

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-22
Name:	STONEBRIDGE DR (3) 1,570' S OF LAUD HOWELL PKWY		This project consists of the construction of a new four-lane divided greenway arterial.
Limits:	TO 280' S OF WILMETH RD		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	7,995		
Service Area(s):	C		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
107	Unclassified Street Excavation	78,173	cy	\$ 781,733
207	Lime Treated Subgrade (8") (PI<12)	58,630	sy	\$ 410,410
307	8" Concrete Pavement	55,077	sy	\$ 3,029,217
407	4" Topsoil	38,198	sy	\$ 95,496
507	6" Curb & Gutter	31,980	lf	\$ 159,900
607	Allotment for Turn Lanes and Median Openings	4,694	sy	\$ 337,970
707	Moisture Conditioning	58,630	sy	\$ 469,040
Paving Construction Cost Subtotal:				\$ 5,283,766
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$ 52,838	
√ Pavement Markings/Markers		3%	\$ 158,513	
√ Roadway Drainage	Standard Internal System	25%	\$ 1,320,942	
Special Drainage Structures	None Anticipated		\$ -	
Water	None Anticipated	0%	\$ -	
Sewer	None Anticipated	0%	\$ -	
√ Establish Turf / Erosion Control		2%	\$ 105,675	
√ Illumination	Standard Illumination System	6%	\$ 317,026	
Other:				
			Allowance Subtotal:	\$ 1,954,994
Paving and Allowance Subtotal:				\$ 7,238,760
Mobilization:				5% \$ 361,938
Site Preparation:				5% \$ 361,938
Construction Cost TOTAL:				\$ 7,963,000
Construction Contingency:				15% \$ 1,194,450
Construction Cost TOTAL W/ CONTINGENCY:				\$ 9,158,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 9,158,000
Engineering/Survey/Testing:		20%	\$ 1,831,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 3,205,300
Impact Fee Project Cost TOTAL:			\$ 14,194,900

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-23
Name:	STONEBRIDGE DR (4) 280' S OF WILMETH RD TO 1,195' S OF WILMETH RD	<p>This project consists of the construction of a new four-lane divided greenway arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:				
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (If):	915			
Service Area(s):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	8,947	cy	\$ 10.00	\$ 89,467
207	Lime Treated Subgrade (8") (PI<12)	6,710	sy	\$ 7.00	\$ 46,970
307	8" Concrete Pavement	6,303	sy	\$ 55.00	\$ 346,683
407	4" Topsoil	4,372	sy	\$ 2.50	\$ 10,929
507	6" Curb & Gutter	3,660	lf	\$ 5.00	\$ 18,300
607	Allotment for Turn Lanes and Median Openings	537	sy	\$ 72.00	\$ 38,680
707	Moisture Conditioning	6,710	sy	\$ 8.00	\$ 53,680
Paving Construction Cost Subtotal:					\$ 604,709
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	6,047	
√ Pavement Markings/Markers		3%	\$	18,141	
√ Roadway Drainage	Standard Internal System	25%	\$	151,177	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	12,094	
√ Illumination	Standard Illumination System	6%	\$	36,283	
Other:					
			Allowance Subtotal:	\$ 473,742	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,078,451
Mobilization:					5% \$ 53,923
Site Preparation:					5% \$ 53,923
Construction Cost TOTAL:					\$ 1,187,000
Construction Contingency:					15% \$ 178,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,366,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,366,000
Engineering/Survey/Testing:		20%	\$ 273,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 478,100
Impact Fee Project Cost TOTAL:			\$ 2,117,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	STONEBRIDGE DR (5)		C-24
Limits:	1,195' S OF WILMETH RD TO 5,555' S OF WILMETH RD		This project consists of the construction of a new four-lane divided greenway arterial.
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	4,360		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	42,631	cy	\$ 10.00	\$ 426,311
207	Lime Treated Subgrade (8") (PI<12)	31,973	sy	\$ 7.00	\$ 223,813
307	8" Concrete Pavement	30,036	sy	\$ 55.00	\$ 1,651,956
407	4" Topsoil	20,831	sy	\$ 2.50	\$ 52,078
507	6" Curb & Gutter	17,440	lf	\$ 5.00	\$ 87,200
607	Allotment for Turn Lanes and Median Openings	2,560	sy	\$ 72.00	\$ 184,309
707	Moisture Conditioning	31,973	sy	\$ 8.00	\$ 255,787
Paving Construction Cost Subtotal:					\$ 2,881,454
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	28,815	
√ Pavement Markings/Markers		3%	\$	86,444	
√ Roadway Drainage	Standard Internal System	25%	\$	720,363	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	57,629	
√ Illumination	Standard Illumination System	6%	\$	172,887	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,316,138
Paving and Allowance Subtotal:					\$ 4,197,591
Mobilization:					5% \$ 209,880
Site Preparation:					5% \$ 209,880
Construction Cost TOTAL:					\$ 4,618,000
Construction Contingency:					15% \$ 692,700
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,311,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,311,000
Engineering/Survey/Testing:		20%	\$ 1,062,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,858,850
Impact Fee Project Cost TOTAL:			\$ 8,232,050

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-25
Name:	STONEBRIDGE DR (6)			This project consists of the construction of a new four-lane divided greenway arterial.
Limits:	580' N OF US HIGHWAY 380 TO US HIGHWAY 380			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	580			
Service Area(s):	C			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
107	Unclassified Street Excavation	5,671	cy	\$ 10.00	\$ 56,711	
207	Lime Treated Subgrade (8") (PI<12)	4,253	sy	\$ 7.00	\$ 29,773	
307	8" Concrete Pavement	3,996	sy	\$ 55.00	\$ 219,756	
407	4" Topsoil	2,771	sy	\$ 2.50	\$ 6,928	
507	6" Curb & Gutter	2,320	lf	\$ 5.00	\$ 11,600	
607	Allotment for Turn Lanes and Median Openings	341	sy	\$ 72.00	\$ 24,518	
707	Moisture Conditioning	4,253	sy	\$ 8.00	\$ 34,027	
Paving Construction Cost Subtotal:					\$ 383,313	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	None Anticipated	1%	\$	3,833		
√ Pavement Markings/Markers		3%	\$	11,499		
√ Roadway Drainage	Standard Internal System	25%	\$	95,828		
Special Drainage Structures	None Anticipated		\$	-		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	7,666		
√ Illumination	Standard Illumination System	6%	\$	22,999		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 141,826
Paving and Allowance Subtotal:					\$ 525,138	
Mobilization:					5%	\$ 26,257
Site Preparation:					5%	\$ 26,257
Construction Cost TOTAL:					\$ 578,000	
Construction Contingency:					15%	\$ 86,700
Construction Cost TOTAL W/ CONTINGENCY:					\$ 665,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 665,000
Engineering/Survey/Testing:		20%	\$ 133,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 232,750
Impact Fee Project Cost TOTAL:			\$ 1,030,750

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-26
Name:	RIDGE RD (1) UNNAMED 5 TO 1,485' S OF	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.		
Limits:	UNNAMED 5			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,485			
Service Area(s):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	16,500	cy	\$ 10.00	\$ 165,000
209	Lime Treated Subgrade (8") (PI<12)	12,870	sy	\$ 7.00	\$ 90,090
309	9" Concrete Pavement	12,210	sy	\$ 60.00	\$ 732,600
409	4" Topsoil	5,775	sy	\$ 2.50	\$ 14,438
509	6" Curb & Gutter	5,940	lf	\$ 5.00	\$ 29,700
609	Allotment for Turn Lanes and Median Openings	906	sy	\$ 77.00	\$ 69,781
709	Moisture Conditioning	12,870	sy	\$ 8.00	\$ 102,960
Paving Construction Cost Subtotal:					\$ 1,204,569
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	36,137	
√ Pavement Markings/Markers		3%	\$	36,137	
√ Roadway Drainage	Standard Internal System	25%	\$	301,142	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	36,137	
√ Sewer	Incidental Adjustments	3%	\$	36,137	
√ Establish Turf / Erosion Control		2%	\$	24,091	
√ Illumination	Standard Illumination System	6%	\$	72,274	
Other:					
			Allowance Subtotal:	\$ 542,056	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,746,625
Mobilization:					5% \$ 87,331
Site Preparation:					5% \$ 87,331
Construction Cost TOTAL:					\$ 1,922,000
Construction Contingency:					15% \$ 288,300
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,211,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,211,000
Engineering/Survey/Testing:		20%	\$ 442,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 442,200
Impact Fee Project Cost TOTAL:			\$ 3,095,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	RIDGE RD (2)		C-27
Limits:	LAUD HOWELL PKWY TO BAXTER WELL RD		This project consists of the construction of a new six-lane divided major arterial.
Impact Fee Class:	M6D		
Thoroughfare Class:	Major Arterial		
Length (lf):	3,110		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	34,556	cy	\$ 10.00	\$ 345,556
209	Lime Treated Subgrade (8") (PI<12)	26,953	sy	\$ 7.00	\$ 188,673
309	9" Concrete Pavement	25,571	sy	\$ 60.00	\$ 1,534,267
409	4" Topsoil	12,094	sy	\$ 2.50	\$ 30,236
509	6" Curb & Gutter	12,440	lf	\$ 5.00	\$ 62,200
609	Allotment for Turn Lanes and Median Openings	1,898	sy	\$ 77.00	\$ 146,141
709	Moisture Conditioning	26,953	sy	\$ 8.00	\$ 215,627
Paving Construction Cost Subtotal:					\$ 2,522,700
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	25,227	
√ Pavement Markings/Markers		3%	\$	75,681	
√ Roadway Drainage	Standard Internal System	25%	\$	630,675	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	50,454	
√ Illumination	Standard Illumination System	6%	\$	151,362	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,183,399
Paving and Allowance Subtotal:					\$ 3,706,098
Mobilization:					5% \$ 185,305
Site Preparation:					5% \$ 185,305
Construction Cost TOTAL:					\$ 4,077,000
Construction Contingency:					15% \$ 611,550
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,689,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,689,000
Engineering/Survey/Testing:		20%	\$ 937,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,641,150
Impact Fee Project Cost TOTAL:			\$ 7,267,950

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/6/2020

Project Information:		Description:	Project No.	C-28
Name:	RIDGE RD (3) BAXTER WELL RD TO 2,160' S OF BLOOMDALE RD	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP for the 3,540' northern section while the western half of the roadway is not included for the remaining 850' southern section.		
Limits:	M6D			
Impact Fee Class:	Major Arterial			
Thoroughfare Class:	4,390			
Length (lf):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	48,778	cy	\$ 10.00	\$ 487,778
209	Lime Treated Subgrade (8") (PI<12)	38,047	sy	\$ 7.00	\$ 266,327
309	9" Concrete Pavement	36,096	sy	\$ 60.00	\$ 2,165,733
409	4" Topsoil	17,072	sy	\$ 2.50	\$ 42,681
509	6" Curb & Gutter	17,560	lf	\$ 5.00	\$ 87,800
609	Allotment for Turn Lanes and Median Openings	2,679	sy	\$ 77.00	\$ 206,289
709	Moisture Conditioning	38,047	sy	\$ 8.00	\$ 304,373
Paving Construction Cost Subtotal:					\$ 3,560,981
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	106,829	
√ Pavement Markings/Markers		3%	\$	106,829	
√ Roadway Drainage	Standard Internal System	25%	\$	890,245	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	106,829	
√ Sewer	Incidental Adjustments	3%	\$	106,829	
√ Establish Turf / Erosion Control		2%	\$	71,220	
√ Illumination	Standard Illumination System	6%	\$	213,659	
Other:					
		Allowance Subtotal:	\$	1,602,441	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 5,163,422
Mobilization:					5% \$ 258,171
Site Preparation:					5% \$ 258,171
Construction Cost TOTAL:					\$ 5,680,000
Construction Contingency:					15% \$ 852,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 6,532,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,532,000
Engineering/Survey/Testing:		20%	\$ 1,306,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 1,306,400
Impact Fee Project Cost TOTAL:			\$ 9,144,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-29
Name:	RIDGE RD (4) 1,590' N OF WILMETH RD TO	<p>This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:	WILMETH RD			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,590			
Service Area(s):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	17,667	cy	\$ 10.00	\$ 176,667
209	Lime Treated Subgrade (8") (PI<12)	13,780	sy	\$ 7.00	\$ 96,460
309	9" Concrete Pavement	13,073	sy	\$ 60.00	\$ 784,400
409	4" Topsoil	6,183	sy	\$ 2.50	\$ 15,458
509	6" Curb & Gutter	6,360	lf	\$ 5.00	\$ 31,800
609	Allotment for Turn Lanes and Median Openings	970	sy	\$ 77.00	\$ 74,715
709	Moisture Conditioning	13,780	sy	\$ 8.00	\$ 110,240
Paving Construction Cost Subtotal:					\$ 1,289,740
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	38,692	
√ Pavement Markings/Markers		3%	\$	38,692	
√ Roadway Drainage	Standard Internal System	25%	\$	322,435	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
√ Water	Incidental Adjustments	3%	\$	38,692	
√ Sewer	Incidental Adjustments	3%	\$	38,692	
√ Establish Turf / Erosion Control		2%	\$	25,795	
√ Illumination	Standard Illumination System	6%	\$	77,384	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 830,383
Paving and Allowance Subtotal:					\$ 2,120,123
Mobilization:					5% \$ 106,006
Site Preparation:					5% \$ 106,006
Construction Cost TOTAL:					\$ 2,333,000
Construction Contingency:					15% \$ 349,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,683,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,683,000
Engineering/Survey/Testing:		20%	\$ 536,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 536,600
Impact Fee Project Cost TOTAL:			\$ 3,756,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-30
Name:	RIDGE RD (5) WILMETH RD TO 2,280' S OF	This project is part of the Ridge Rd project from US 380 to Wilmeth Rd which includes a roundabout at the Ridge Rd & Wilmeth Rd intersection. The City provided an overall project cost estimate of \$17,700,000. This project accounted for \$6,372,000 of eligible funds for four of the ultimate six lanes. This project consists of the construction of two additional through lanes of the ultimate six-lane divided major arterial.		
Limits:	WILMETH RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (If):	2,280			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	7,093	cy	\$ 10.00	\$ 70,933
211	Lime Treated Subgrade (8") (PI<12)	6,840	sy	\$ 7.00	\$ 47,880
311	9" Concrete Pavement	6,333	sy	\$ 60.00	\$ 380,000
411	4" Topsoil	2,027	sy	\$ 2.50	\$ 5,067
511	6" Curb & Gutter	4,560	lf	\$ 5.00	\$ 22,800
611	Allotment for Turn Lanes and Median Openings	1,391	sy	\$ 77.00	\$ 107,139
Paving Construction Cost Subtotal:					\$ 633,819
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	19,015	
√ Pavement Markings/Markers		3%	\$	19,015	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	12,676	
Illumination	None Anticipated	0%	\$	-	
Other:			\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	50,706	
Paving and Allowance Subtotal:					\$ 684,524
Mobilization:					5% \$ 34,226
Site Preparation:					5% \$ 34,226
Construction Cost TOTAL:					\$ 753,000
Construction Contingency:					15% \$ 112,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 866,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 866,000
Engineering/Survey/Testing:		20%	\$ 173,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 6,372,000
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 7,411,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-31
Name:	RIDGE RD (6) 1,860' N OF US HIGHWAY 380 TO 1,390' N OF US HIGHWAY 380	This project is part of the Ridge Rd project from US 380 to Wilmeth Rd which includes a roundabout at the Ridge Rd & Wilmeth Rd intersection. The City provided an overall project cost estimate of \$17,700,000. This project accounted for \$1,239,000 of eligible funds for four of the ultimate six lanes. This project consists of the construction of two additional through lanes of the ultimate six-lane divided major arterial.		
Limits:	M6D(1/3)			
Impact Fee Class:	Major Arterial			
Thoroughfare Class:	470			
Length (If):				
Service Area(s):	C, Half			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
111	Unclassified Street Excavation	1,462	cy	\$ 14,622
211	Lime Treated Subgrade (8") (PI<12)	1,410	sy	\$ 9,870
311	9" Concrete Pavement	1,306	sy	\$ 78,333
411	4" Topsoil	418	sy	\$ 1,044
511	6" Curb & Gutter	940	lf	\$ 4,700
611	Allotment for Turn Lanes and Median Openings	287	sy	\$ 22,086
Paving Construction Cost Subtotal:				\$ 130,656
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	3,920
√ Pavement Markings/Markers		3%	\$	3,920
Roadway Drainage	None Anticipated	0%	\$	-
Special Drainage Structures	None Anticipated		\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	2,613
Illumination	None Anticipated	0%	\$	-
Other:			\$	-
		Allowance Subtotal:	\$	10,452
Paving and Allowance Subtotal:				\$ 141,108
Mobilization:				5% \$ 7,055
Site Preparation:				5% \$ 7,055
Construction Cost TOTAL:				\$ 156,000
Construction Contingency:				15% \$ 23,400
Construction Cost TOTAL W/ CONTINGENCY:				\$ 180,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 180,000
Engineering/Survey/Testing:		20%	\$ 36,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,239,000
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,455,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-32
Name:	RIDGE RD (7) 775' N OF US HIGHWAY 380 TO US	This project is part of the Ridge Rd project from US 380 to Wilmeth Rd which includes a roundabout at the Ridge Rd & Wilmeth Rd intersection. The City provided an overall project cost estimate of \$17,700,000. This project accounted for \$2,124,000 of eligible funds for four of the ultimate six lanes. This project consists of the construction of two additional through lanes of the ultimate six-lane divided major arterial.	
Limits:	HIGHWAY 380		
Impact Fee Class:	M6D(1/3)		
Thoroughfare Class:	Major Arterial		
Length (lf):	775		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	2,411	cy	\$ 10.00	\$ 24,111
211	Lime Treated Subgrade (8") (PI<12)	2,325	sy	\$ 7.00	\$ 16,275
311	9" Concrete Pavement	2,153	sy	\$ 60.00	\$ 129,167
411	4" Topsoil	689	sy	\$ 2.50	\$ 1,722
511	6" Curb & Gutter	1,550	lf	\$ 5.00	\$ 7,750
611	Allotment for Turn Lanes and Median Openings	473	sy	\$ 77.00	\$ 36,418
Paving Construction Cost Subtotal:					\$ 215,443
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	6,463	
√ Pavement Markings/Markers		3%	\$	6,463	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Future Bridge Widening		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	4,309	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 267,235
Paving and Allowance Subtotal:					\$ 482,678
Mobilization:					5% \$ 24,134
Site Preparation:					5% \$ 24,134
Construction Cost TOTAL:					\$ 531,000
Construction Contingency:					15% \$ 79,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 611,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 611,000
Engineering/Survey/Testing:		20%	\$ 122,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 2,124,000
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,857,200

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	C-33
Name:	LAKE FOREST DR (2)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. The City contributed approximately \$2,541,781 of eligible funds from '12-'19. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.		
Limits:	BLOOMDALE RD TO WILMETH RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	5,410			
Service Area(s):	C, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	16,831	cy	\$ 10.00	\$ 168,311
211	Lime Treated Subgrade (8") (PI<12)	16,230	sy	\$ 7.00	\$ 113,610
311	9" Concrete Pavement	15,028	sy	\$ 60.00	\$ 901,667
411	4" Topsoil	4,809	sy	\$ 2.50	\$ 12,022
511	6" Curb & Gutter	10,820	lf	\$ 5.00	\$ 54,100
611	Allotment for Turn Lanes and Median Openings	3,302	sy	\$ 77.00	\$ 254,220
Paving Construction Cost Subtotal:					\$ 1,503,930
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	45,118	
√ Pavement Markings/Markers		3%	\$	45,118	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	30,079	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 120,314
Paving and Allowance Subtotal:					\$ 1,624,244
Mobilization:					5% \$ 81,212
Site Preparation:					5% \$ 81,212
Construction Cost TOTAL:					\$ 1,787,000
Construction Contingency:					15% \$ 268,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,056,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,056,000
Engineering/Survey/Testing:		20%	\$ 411,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 2,541,781
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 5,008,981

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

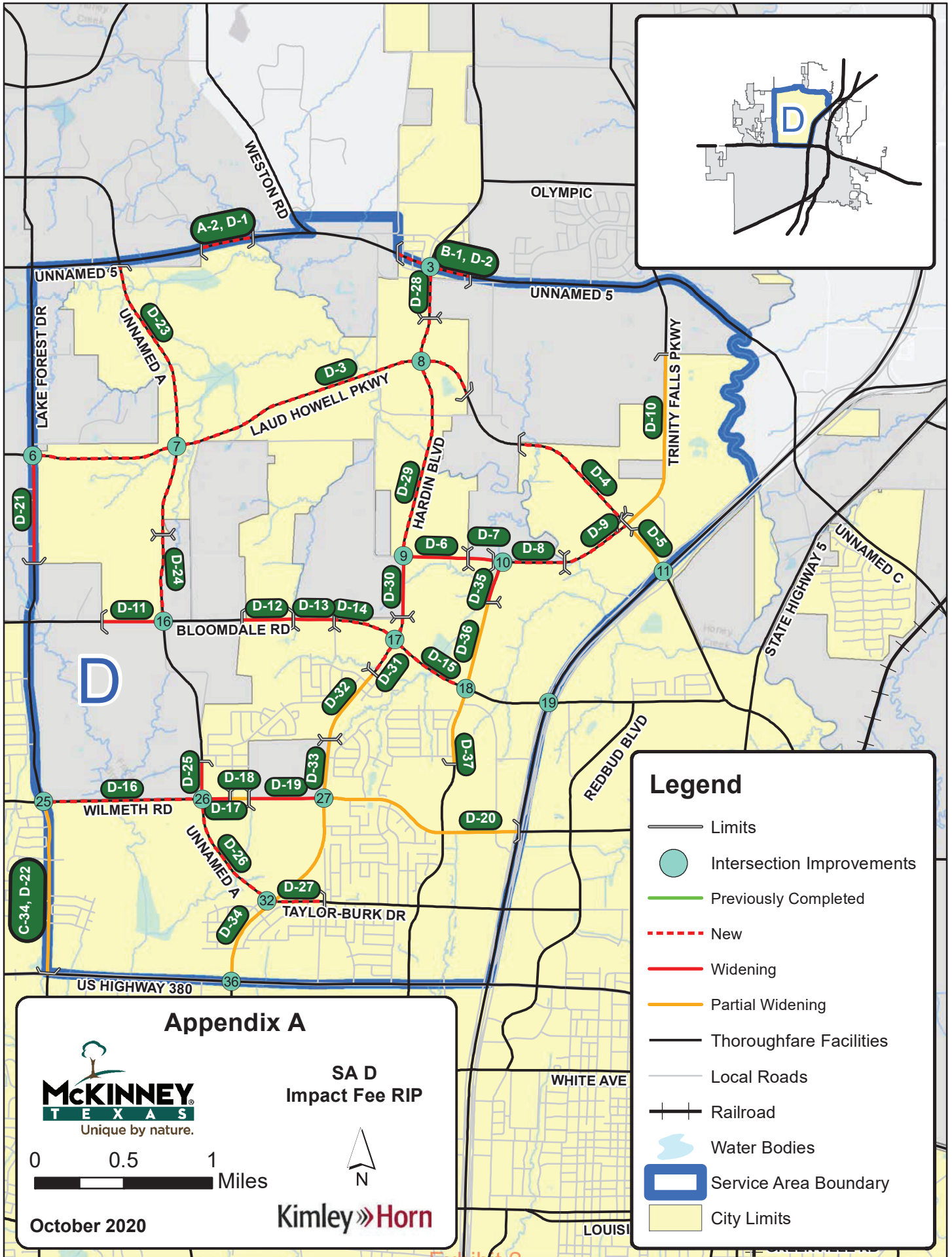
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-34, D-22
Name:	LAKE FOREST DR (3)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.	
Limits:	WILMETH RD TO US HIGHWAY 380		
Impact Fee Class:	M6D(1/3)		
Thoroughfare Class:	Major Arterial		
Length (lf):	5,155		
Service Area(s):	C and D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	16,038	cy	\$ 10.00	\$ 160,378
211	Lime Treated Subgrade (8") (PI<12)	15,465	sy	\$ 7.00	\$ 108,255
311	9" Concrete Pavement	14,319	sy	\$ 60.00	\$ 859,167
411	4" Topsoil	4,582	sy	\$ 2.50	\$ 11,456
511	6" Curb & Gutter	10,310	lf	\$ 5.00	\$ 51,550
611	Allotment for Turn Lanes and Median Openings	3,146	sy	\$ 77.00	\$ 242,237
Paving Construction Cost Subtotal:					\$ 1,433,042
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	42,991	
√ Pavement Markings/Markers		3%	\$	42,991	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	28,661	
Illumination	None Anticipated	0%	\$	-	
Other:					
			Allowance Subtotal:		\$ 114,643
Paving and Allowance Subtotal:					\$ 1,547,686
				Mobilization:	5% \$ 77,384
				Site Preparation:	5% \$ 77,384
Construction Cost TOTAL:					\$ 1,703,000
				Construction Contingency:	15% \$ 255,450
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,959,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,959,000
Engineering/Survey/Testing:		20%	\$ 391,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,350,800

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Legend

- Limits
- Intersection Improvements
- Previously Completed
- New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- Railroad
- Water Bodies
- Service Area Boundary
- City Limits

Appendix A

McKINNEY TEXAS
Unique by nature.

SA D
Impact Fee RIP

0 0.5 1 Miles

October 2020

Kimley»Horn

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area D

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area	
A-2, D-1	M6D	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	\$ 7,517,500	50%	\$ 3,758,750	
B-1, D-2	M6D	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	\$ 4,904,200	50%	\$ 2,452,100	
D-3	G6D	LAUD HOWELL PKWY (6)	LAKE FOREST DR TO 1860' E OF HARDIN BLVD	\$ 39,497,100	100%	\$ 39,497,100	
D-4	G6D	LAUD HOWELL PKWY (7)	4,170' N OF TRINITY FALLS PKWY TO 240' N OF TRINITY FALLS PKWY	\$ 8,774,550	100%	\$ 8,774,550	
D-5	G6D(1/3)	LAUD HOWELL PKWY (8)	240' N OF TRINITY FALLS PKWY TO US HIGHWAY 75	\$ 2,220,027	100%	\$ 2,220,027	
D-6	G4D	TRINITY FALLS PKWY (1)	HARDIN BLVD TO 1,910' E OF HARDIN BLVD	\$ 3,243,800	100%	\$ 3,243,800	
D-7	G4D	TRINITY FALLS PKWY (2)	1,910' E OF HARDIN BLVD TO 2,675' E OF HARDIN BLVD	\$ 1,300,600	50%	\$ 650,300	
D-8	G4D	TRINITY FALLS PKWY (3)	COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY	\$ 5,976,800	50%	\$ 2,988,400	
D-9	G4D	TRINITY FALLS PKWY (4)	LAUD HOWELL PKWY TO 2,200' W OF LAUD HOWELL PKWY	\$ 8,418,050	100%	\$ 8,418,050	
D-10	M6D(1/3)	TRINITY FALLS PKWY (5)	4,275' N OF WESTON RD TO LAUD HOWELL PKWY	\$ 7,622,400	100%	\$ 7,622,400	
D-11	P6D	BLOOMDALE RD (7)	1,820' W OF TAYLOR-BURK DR TO TAYLOR-BURK DR	\$ 3,799,600	50%	\$ 1,899,800	
D-12	P6D	BLOOMDALE RD (8)	1,485' E OF CR 1006 TO 1,215' W OF CR 1007	\$ 3,206,000	100%	\$ 3,206,000	
D-13	P6D	BLOOMDALE RD (9)	1,225' W OF CR 1007 TO CR 1007	\$ 3,001,600	50%	\$ 1,500,800	
D-14	P6D(2/3)	BLOOMDALE RD (10)	CR 1007 TO HARDIN BLVD	\$ 5,885,810	100%	\$ 5,885,810	
D-15	P6D(1/3)	BLOOMDALE RD (11)	HARDIN BLVD TO COMMUNITY AVE	\$ 5,165,390	100%	\$ 5,165,390	
D-16	G4D	WILMETH RD (5)	LAKE FOREST DR TO UNNAMED A	\$ 10,991,050	50%	\$ 5,495,525	
D-17	G4D	WILMETH RD (6)	UNNAMED A TO 825' E OF UNNAMED A	\$ 1,401,400	100%	\$ 1,401,400	
D-18	G4D(1/2)	WILMETH RD (7)	825' E OF TAYLOR-BURK DR TO 1,380' E OF TAYLOR-BURK DR	\$ 411,600	100%	\$ 411,600	
D-19	G4D	WILMETH RD (8)	1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD	\$ 3,803,800	50%	\$ 1,901,900	
D-20	M6D(1/3)	WILMETH RD (9)	HARDIN BLVD TO US HIGHWAY 75	\$ 2,799,600	100%	\$ 2,799,600	
D-21	G6D	LAKE FOREST DR (1)	LAUD HOWELL PKWY TO 3,200' S OF LAUD HOWELL PKWY	\$ 6,448,400	50%	\$ 3,224,200	
C-34, D-22	M6D(1/3)	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	\$ 2,350,800	50%	\$ 1,175,400	
D-23	G4D	UNNAMED A (1)	5,785' N OF LAUD HOWELL PKWY TO 2,710' S OF LAUD HOWELL PKWY	\$ 17,435,950	100%	\$ 17,435,950	
D-24	G4D	UNNAMED A (2)	2,710' S OF LAUD HOWELL PKWY TO BLOOMDALE RD	\$ 4,598,850	50%	\$ 2,299,425	
D-25	G4D	UNNAMED A (3)	1,105' N OF WILMETH RD TO WILMETH RD	\$ 1,876,000	50%	\$ 938,000	
D-26	M4D	UNNAMED A (4)	WILMETH RD TO HARDIN BLVD	\$ 5,969,050	100%	\$ 5,969,050	
D-27	M4D	TAYLOR-BURK DR (1)	HARDIN BLVD TO SKYLINE DR	\$ 2,038,250	100%	\$ 2,038,250	
D-28	G6D	HARDIN BLVD (4)	UNNAMED 5 TO 1,550' S OF UNNAMED 5	\$ 3,267,400	50%	\$ 1,633,700	
D-29	G6D	HARDIN BLVD (5)	1,545' S OF UNNAMED 5 TO TRINITY FALLS PKWY	\$ 21,290,800	100%	\$ 21,290,800	
D-30	G6D	HARDIN BLVD (6)	TRINITY FALLS PKWY TO 1,815' S OF TRINITY FALLS PKWY	\$ 4,102,000	50%	\$ 2,051,000	
D-31	G6D	HARDIN BLVD (7)	1,815' S OF TRINITY FALLS PKWY TO 1,190' S OF BLOOMDALE RD	\$ 4,538,400	100%	\$ 4,538,400	
D-32	G6D(1/3)	HARDIN BLVD (8)	1,190' S OF BLOOMDALE RD TO 3,590' S OF BLOOMDALE RD	\$ 1,070,400	100%	\$ 1,070,400	
D-33	G6D(2/3)	HARDIN BLVD (9)	3,590' S OF BLOOMDALE RD TO WILMETH RD	\$ 2,249,800	50%	\$ 1,124,900	
D-34	G6D(1/3)	HARDIN BLVD (10)	WILMETH RD TO US HIGHWAY 380	\$ 2,904,000	100%	\$ 2,904,000	
D-35	G4D	COMMUNITY AVE (1)	TRINITY FALLS PKWY TO 1,275' S OF TRINITY FALLS PKWY	\$ 2,164,400	100%	\$ 2,164,400	
D-36	G4D(1/2)	COMMUNITY AVE (2)	1,275' S OF TRINITY FALLS PKWY TO BLOOMDALE RD	\$ 1,960,000	100%	\$ 1,960,000	
D-37	M4U(1/2)	COMMUNITY AVE (3)	BLOOMDALE RD TO 2,305' S OF BLOOMDALE RD	\$ 1,174,600	100%	\$ 1,174,600	
3	Intersection	Signal	HARDIN BLVD & UNNAMED 5	\$ 300,000	50%	\$ 150,000	
6		Signal	LAUD HOWELL PKWY & LAKE FOREST DR	\$ 300,000	50%	\$ 150,000	
7		Signal	LAUD HOWELL PKWY & UNNAMED A	\$ 300,000	100%	\$ 300,000	
8		Signal	LAUD HOWELL PKWY & HARDIN BLVD	\$ 300,000	100%	\$ 300,000	
9		Signal	HARDIN BLVD & TRINITY FALLS PKWY	\$ 300,000	75%	\$ 225,000	
10		Roundabout	TRINITY FALLS PKWY & COMMUNITY AVE	\$ 200,000	50%	\$ 100,000	
11		Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY	\$ 600,000	50%	\$ 300,000	
16		Signal	BLOOMDALE RD & UNNAMED A	\$ 300,000	25%	\$ 75,000	
17		Signal	BLOOMDALE RD & HARDIN BLVD	\$ 300,000	100%	\$ 300,000	
18		Signal	BLOOMDALE RD & COMMUNITY AVE	\$ 300,000	100%	\$ 300,000	
19		Interchange Signals	US HIGHWAY 75 & BLOOMDALE RD	\$ 600,000	50%	\$ 300,000	
25		Roundabout	LAKE FOREST DR & WILMETH RD	\$ 1,830,000	50%	\$ 915,000	
26		Roundabout	WILMETH RD & UNNAMED A	\$ 200,000	75%	\$ 150,000	
27		Roundabout	HARDIN BLVD & WILMETH RD	\$ 2,100,000	75%	\$ 1,575,000	
32		Roundabout	HARDIN BLVD & TAYLOR-BURK DR	\$ 1,200,000	100%	\$ 1,200,000	
36		Under Construction	US HIGHWAY 380 & HARDIN BLVD	\$ 780,682	50%	\$ 390,341	
				\$ 225,290,659		\$ 189,016,118	

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Exhibit 2

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	A-2, D-1
Name:	UNNAMED 5 (3)	This project consists of the construction of a new six-lane divided major arterial.		
Limits:	CR 168 TO 1,560' E OF CR 168			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,560			
Service Area(s):	A and D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	17,333	cy	\$ 10.00	\$ 173,333
209	Lime Treated Subgrade (8") (PI<12)	13,520	sy	\$ 7.00	\$ 94,640
309	9" Concrete Pavement	12,827	sy	\$ 60.00	\$ 769,600
409	4" Topsoil	6,067	sy	\$ 2.50	\$ 15,167
509	6" Curb & Gutter	6,240	lf	\$ 5.00	\$ 31,200
609	Allotment for Turn Lanes and Median Openings	952	sy	\$ 77.00	\$ 73,306
709	Moisture Conditioning	13,520	sy	\$ 8.00	\$ 108,160
Paving Construction Cost Subtotal:					\$ 1,265,406
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	12,654
√	Pavement Markings/Markers		3%	\$	37,962
√	Roadway Drainage	Standard Internal System	25%	\$	316,351
√	Special Drainage Structures	Bridge		\$	2,100,000
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	25,308
√	Illumination	Standard Illumination System	6%	\$	75,924
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	2,568,200
Paving and Allowance Subtotal:					\$ 3,833,606
Mobilization:				5%	\$ 191,680
Site Preparation:				5%	\$ 191,680
Construction Cost TOTAL:					\$ 4,217,000
Construction Contingency:				15%	\$ 632,550
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,850,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,850,000
Engineering/Survey/Testing:		20%	\$ 970,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,697,500
Impact Fee Project Cost TOTAL:			\$ 7,517,500

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED 5 (4)	This project consists of the construction of a new six-lane divided major arterial.	B-1, D-2
Limits:	1,050' W OF HARDIN BLVD TO		
Impact Fee Class:	1,200' E OF HARDIN BLVD		
Thoroughfare Class:	M6D		
Length (lf):	Major Arterial		
Service Area(s):	2,250		
	B and D		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
109	Unclassified Street Excavation	25,000	cy	\$ 250,000
209	Lime Treated Subgrade (8") (PI<12)	19,500	sy	\$ 136,500
309	9" Concrete Pavement	18,500	sy	\$ 1,110,000
409	4" Topsoil	8,750	sy	\$ 21,875
509	6" Curb & Gutter	9,000	lf	\$ 45,000
609	Allotment for Turn Lanes and Median Openings	1,373	sy	\$ 105,729
709	Moisture Conditioning	19,500	sy	\$ 156,000
Paving Construction Cost Subtotal:				\$ 1,825,104
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$	18,251
√ Pavement Markings/Markers		3%	\$	54,753
√ Roadway Drainage	Standard Internal System	25%	\$	456,276
Special Drainage Structures	None Anticipated		\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	36,502
√ Illumination	Standard Illumination System	6%	\$	109,506
Other:				
			Allowance Subtotal:	\$ 675,289
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,500,393
Mobilization:				5% \$ 125,020
Site Preparation:				5% \$ 125,020
Construction Cost TOTAL:				\$ 2,751,000
Construction Contingency:				15% \$ 412,650
Construction Cost TOTAL W/ CONTINGENCY:				\$ 3,164,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,164,000
Engineering/Survey/Testing:		20%	\$ 632,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,107,400
Impact Fee Project Cost TOTAL:			\$ 4,904,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-3
Name:	LAUD HOWELL PKWY (6)			This project consists of the construction of a new six-lane divided greenway arterial.
Limits:	LAKE FOREST DR TO 1860' E OF HARDIN BLVD			
Impact Fee Class:	G6D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	13,995			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	171,050	cy	\$ 10.00	\$ 1,710,500
216	Lime Treated Subgrade (8") (PI<12)	111,960	sy	\$ 7.00	\$ 783,720
316	9" Concrete Pavement	105,740	sy	\$ 60.00	\$ 6,344,400
416	4" Topsoil	88,635	sy	\$ 2.50	\$ 221,588
516	6" Curb & Gutter	55,980	lf	\$ 5.00	\$ 279,900
616	Allotment for Turn Lanes and Median Openings	9,672	sy	\$ 77.00	\$ 744,715
716	Moisture Conditioning	111,960	sy	\$ 8.00	\$ 895,680
Paving Construction Cost Subtotal:					\$ 10,980,503
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	109,805	
√ Pavement Markings/Markers		3%	\$	329,415	
√ Roadway Drainage	Standard Internal System	25%	\$	2,745,126	
√ Special Drainage Structures	Bridge		\$	5,100,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	219,610	
√ Illumination	Standard Illumination System	6%	\$	658,830	
Other:					
			Allowance Subtotal:	\$	9,162,786
Paving and Allowance Subtotal:					\$ 20,143,289
				Mobilization:	5% \$ 1,007,164
				Site Preparation:	5% \$ 1,007,164
Construction Cost TOTAL:					\$ 22,158,000
				Construction Contingency:	15% \$ 3,323,700
Construction Cost TOTAL W/ CONTINGENCY:					\$ 25,482,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 25,482,000
Engineering/Survey/Testing:		20%	\$ 5,096,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 8,918,700
Impact Fee Project Cost TOTAL:			\$ 39,497,100

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	LAUD HOWELL PKWY (7) 4,170' N OF TRINITY FALLS PKWY	This project consists of the construction of a new six-lane divided greenway arterial.	D-4
Limits:	TO 240' N OF TRINITY FALLS		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	3,930		
Service Area(s):	D		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
116	Unclassified Street Excavation	48,033	cy	\$ 480,333
216	Lime Treated Subgrade (8") (PI<12)	31,440	sy	\$ 220,080
316	9" Concrete Pavement	29,693	sy	\$ 1,781,600
416	4" Topsoil	24,890	sy	\$ 62,225
516	6" Curb & Gutter	15,720	lf	\$ 78,600
616	Allotment for Turn Lanes and Median Openings	2,716	sy	\$ 209,127
716	Moisture Conditioning	31,440	sy	\$ 251,520
Paving Construction Cost Subtotal:				\$ 3,083,485
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$	30,835
√ Pavement Markings/Markers		3%	\$	92,505
√ Roadway Drainage	Standard Internal System	25%	\$	770,871
√ Special Drainage Structures	Stream Crossing		\$	250,000
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	61,670
√ Illumination	Standard Illumination System	6%	\$	185,009
Other:				
			Allowance Subtotal:	\$ 1,390,890
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 4,474,375
Mobilization:				5% \$ 223,719
Site Preparation:				5% \$ 223,719
Construction Cost TOTAL:				\$ 4,922,000
Construction Contingency:				15% \$ 738,300
Construction Cost TOTAL W/ CONTINGENCY:				\$ 5,661,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,661,000
Engineering/Survey/Testing:		20%	\$ 1,132,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,981,350
Impact Fee Project Cost TOTAL:			\$ 8,774,550

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.

updated: 10/6/2020

Project Information:		Description:	Project No.	D-5
Name:	LAUD HOWELL PKWY (8)	240' N OF TRINITY FALLS PKWY TO US HIGHWAY 75	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial. The City contributed approximately \$1,320,027 of eligible funds from '12-'19.	
Limits:	240' N OF TRINITY FALLS PKWY TO US HIGHWAY 75			
Impact Fee Class:	G6D(1/3)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	2,020			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	5,836	cy	\$ 10.00	\$ 58,356
217	Lime Treated Subgrade (8") (PI<12)	5,611	sy	\$ 7.00	\$ 39,278
317	9" Concrete Pavement	5,162	sy	\$ 60.00	\$ 309,733
417	4" Topsoil	5,387	sy	\$ 2.50	\$ 13,467
517	6" Curb & Gutter	4,040	lf	\$ 5.00	\$ 20,200
617	Allotment for Turn Lanes and Median Openings	1,396	sy	\$ 77.00	\$ 107,490
Paving Construction Cost Subtotal:					\$ 548,524
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
✓ Traffic Control	Construction Phase Traffic Control	3%	\$	16,456	
✓ Pavement Markings/Markers		3%	\$	16,456	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
✓ Establish Turf / Erosion Control		2%	\$	10,970	
Illumination	None Anticipated	0%	\$	-	
Other:					
Allowance Subtotal:					\$ 43,882
Paving and Allowance Subtotal:					\$ 592,405
Mobilization:					5% \$ 29,620
Site Preparation:					5% \$ 29,620
Construction Cost TOTAL:					\$ 652,000
Construction Contingency:					15% \$ 97,800
Construction Cost TOTAL W/ CONTINGENCY:					\$ 750,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 750,000
Engineering/Survey/Testing:		20%	\$ 150,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,320,027
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,220,027

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-6
Name:	TRINITY FALLS PKWY (1)	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial.		
Limits:	HARDIN BLVD TO 1,910' E OF HARDIN BLVD			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,910			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	18,676	cy	\$ 10.00	\$ 186,756
207	Lime Treated Subgrade (8") (PI<12)	14,007	sy	\$ 7.00	\$ 98,047
307	8" Concrete Pavement	13,158	sy	\$ 55.00	\$ 723,678
407	4" Topsoil	9,126	sy	\$ 2.50	\$ 22,814
507	6" Curb & Gutter	7,640	lf	\$ 5.00	\$ 38,200
607	Allotment for Turn Lanes and Median Openings	1,121	sy	\$ 72.00	\$ 80,741
707	Moisture Conditioning	14,007	sy	\$ 8.00	\$ 112,053
Paving Construction Cost Subtotal:					\$ 1,262,288
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	37,869	
√ Pavement Markings/Markers		3%	\$	37,869	
√ Roadway Drainage	Standard Internal System	25%	\$	315,572	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	37,869	
√ Sewer	Incidental Adjustments	3%	\$	37,869	
√ Establish Turf / Erosion Control		2%	\$	25,246	
√ Illumination	Standard Illumination System	6%	\$	75,737	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 568,030
Paving and Allowance Subtotal:					\$ 1,830,318
Mobilization:					5% \$ 91,516
Site Preparation:					5% \$ 91,516
Construction Cost TOTAL:					\$ 2,014,000
Construction Contingency:					15% \$ 302,100
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,317,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,317,000
Engineering/Survey/Testing:		20%	\$ 463,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 463,400
Impact Fee Project Cost TOTAL:			\$ 3,243,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	TRINITY FALLS PKWY (2) 1,910' E OF HARDIN BLVD TO	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	D-7
Limits:	2,675' E OF HARDIN BLVD		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	765		
Service Area(s):	D, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	7,480	cy	\$ 10.00	\$ 74,800
207	Lime Treated Subgrade (8") (PI<12)	5,610	sy	\$ 7.00	\$ 39,270
307	8" Concrete Pavement	5,270	sy	\$ 55.00	\$ 289,850
407	4" Topsoil	3,655	sy	\$ 2.50	\$ 9,138
507	6" Curb & Gutter	3,060	lf	\$ 5.00	\$ 15,300
607	Allotment for Turn Lanes and Median Openings	449	sy	\$ 72.00	\$ 32,339
707	Moisture Conditioning	5,610	sy	\$ 8.00	\$ 44,880
Paving Construction Cost Subtotal:					\$ 505,576
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	15,167	
√ Pavement Markings/Markers		3%	\$	15,167	
√ Roadway Drainage	Standard Internal System	25%	\$	126,394	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	15,167	
√ Sewer	Incidental Adjustments	3%	\$	15,167	
√ Establish Turf / Erosion Control		2%	\$	10,112	
√ Illumination	Standard Illumination System	6%	\$	30,335	
Other:					
			Allowance Subtotal:	\$ 227,509	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 733,085	
Mobilization:				5% \$ 36,654	
Site Preparation:				5% \$ 36,654	
Construction Cost TOTAL:				\$ 807,000	
Construction Contingency:				15% \$ 121,050	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 929,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 929,000
Engineering/Survey/Testing:		20%	\$ 185,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 185,800
Impact Fee Project Cost TOTAL:			\$ 1,300,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-8
Name:	TRINITY FALLS PKWY (3) COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY			This project consists of the construction of a new four-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.
Limits:				
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,820			
Service Area(s):	D, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	17,796	cy	\$ 10.00	\$ 177,956
207	Lime Treated Subgrade (8") (PI<12)	13,347	sy	\$ 7.00	\$ 93,427
307	8" Concrete Pavement	12,538	sy	\$ 55.00	\$ 689,578
407	4" Topsoil	8,696	sy	\$ 2.50	\$ 21,739
507	6" Curb & Gutter	7,280	lf	\$ 5.00	\$ 36,400
607	Allotment for Turn Lanes and Median Openings	1,069	sy	\$ 72.00	\$ 76,936
707	Moisture Conditioning	13,347	sy	\$ 8.00	\$ 106,773
Paving Construction Cost Subtotal:					\$ 1,202,809
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	12,028	
√ Pavement Markings/Markers		3%	\$	36,084	
√ Roadway Drainage	Standard Internal System	25%	\$	300,702	
√ Special Drainage Structures	Bridge		\$	1,400,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	24,056	
√ Illumination	Standard Illumination System	6%	\$	72,169	
Other:					
			Allowance Subtotal:	\$ 1,845,039	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 3,047,848
Mobilization:					5% \$ 152,392
Site Preparation:					5% \$ 152,392
Construction Cost TOTAL:					\$ 3,353,000
Construction Contingency:					15% \$ 502,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,856,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,856,000
Engineering/Survey/Testing:		20%	\$ 771,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,349,600
Impact Fee Project Cost TOTAL:			\$ 5,976,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	TRINITY FALLS PKWY (4) LAUD HOWELL PKWY TO 2,200' W OF LAUD HOWELL PKWY	This project consists of the construction of a new four-lane divided greenway arterial.	D-9
Limits:			
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	2,200		
Service Area(s):	D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	21,511	cy	\$ 10.00	\$ 215,111
207	Lime Treated Subgrade (8") (PI<12)	16,133	sy	\$ 7.00	\$ 112,933
307	8" Concrete Pavement	15,156	sy	\$ 55.00	\$ 833,556
407	4" Topsoil	10,511	sy	\$ 2.50	\$ 26,278
507	6" Curb & Gutter	8,800	lf	\$ 5.00	\$ 44,000
607	Allotment for Turn Lanes and Median Openings	1,292	sy	\$ 72.00	\$ 93,000
707	Moisture Conditioning	16,133	sy	\$ 8.00	\$ 129,067
Paving Construction Cost Subtotal:					\$ 1,453,944
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	14,539	
√ Pavement Markings/Markers		3%	\$	43,618	
√ Roadway Drainage	Standard Internal System	25%	\$	363,486	
√ Special Drainage Structures	Bridge		\$	2,300,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	29,079	
√ Illumination	Standard Illumination System	6%	\$	87,237	
Other:					
			Allowance Subtotal:	\$ 2,837,959	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 4,291,904
Mobilization:					5% \$ 214,595
Site Preparation:					5% \$ 214,595
Construction Cost TOTAL:					\$ 4,722,000
Construction Contingency:					15% \$ 708,300
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,431,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,431,000
Engineering/Survey/Testing:		20%	\$ 1,086,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,900,850
Impact Fee Project Cost TOTAL:			\$ 8,418,050

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-10
Name:	TRINITY FALLS PKWY (5) 4,275' N OF WESTON RD TO LAUD			This section is currently under construction for a four-lane divided section and the City contributed approximately \$5,100,000 of eligible funds from '12-'19. This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.
Limits:	HOWELL PKWY			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (If):	5,530			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	17,204	cy	\$ 10.00	\$ 172,044
211	Lime Treated Subgrade (8") (PI<12)	16,590	sy	\$ 7.00	\$ 116,130
311	9" Concrete Pavement	15,361	sy	\$ 60.00	\$ 921,667
411	4" Topsoil	4,916	sy	\$ 2.50	\$ 12,289
511	6" Curb & Gutter	11,060	lf	\$ 5.00	\$ 55,300
611	Allotment for Turn Lanes and Median Openings	3,375	sy	\$ 77.00	\$ 259,859
Paving Construction Cost Subtotal:					\$ 1,537,289
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	46,119	
√ Pavement Markings/Markers		3%	\$	46,119	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	30,746	
Illumination	None Anticipated	0%	\$	-	
Other:			\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	122,983	
Paving and Allowance Subtotal:					\$ 1,660,272
Mobilization:					5% \$ 83,014
Site Preparation:					5% \$ 83,014
Construction Cost TOTAL:					\$ 1,827,000
Construction Contingency:					15% \$ 274,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,102,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,102,000
Engineering/Survey/Testing:		20%	\$ 420,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 5,100,000
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 7,622,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	BLOOMDALE RD (7) 1,820' W OF TAYLOR-BURK DR TO	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. Based on the existing City Limits, the southern half of the roadway is not included in the Impact Fee RIP.	D-11
Limits:	TAYLOR-BURK DR		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	1,820		
Service Area(s):	D, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	20,222	cy	\$ 202,222
213	Lime Treated Subgrade (8") (PI<12)	15,773	sy	\$ 110,413
313	9" Concrete Pavement	14,964	sy	\$ 897,867
413	4" Topsoil	8,291	sy	\$ 20,728
513	6" Curb & Gutter	7,280	lf	\$ 36,400
613	Allotment for Turn Lanes and Median Openings	1,111	sy	\$ 85,523
713	Moisture Conditioning	15,773	sy	\$ 126,187
Paving Construction Cost Subtotal:				\$ 1,479,340
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	44,380
√ Pavement Markings/Markers		3%	\$	44,380
√ Roadway Drainage	Standard Internal System	25%	\$	369,835
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	44,380
√ Sewer	Incidental Adjustments	3%	\$	44,380
√ Establish Turf / Erosion Control		2%	\$	29,587
√ Illumination	Standard Illumination System	6%	\$	88,760
Other:				
			Allowance Subtotal:	\$ 665,703
Paving and Allowance Subtotal:				\$ 2,145,043
Mobilization:				5% \$ 107,252
Site Preparation:				5% \$ 107,252
Construction Cost TOTAL:				\$ 2,360,000
Construction Contingency:				15% \$ 354,000
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,714,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,714,000
Engineering/Survey/Testing:		20%	\$ 542,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 542,800
Impact Fee Project Cost TOTAL:			\$ 3,799,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-12
Name:	BLOOMDALE RD (8)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.		
Limits:	1,485' E OF CR 1006 TO 1,215' W OF CR 1007			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	1,535			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	17,056	cy	\$ 10.00	\$ 170,556
213	Lime Treated Subgrade (8") (PI<12)	13,303	sy	\$ 7.00	\$ 93,123
313	9" Concrete Pavement	12,621	sy	\$ 60.00	\$ 757,267
413	4" Topsoil	6,993	sy	\$ 2.50	\$ 17,482
513	6" Curb & Gutter	6,140	lf	\$ 5.00	\$ 30,700
613	Allotment for Turn Lanes and Median Openings	937	sy	\$ 77.00	\$ 72,131
713	Moisture Conditioning	13,303	sy	\$ 8.00	\$ 106,427
Paving Construction Cost Subtotal:					\$ 1,247,685
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	37,431	
√ Pavement Markings/Markers		3%	\$	37,431	
√ Roadway Drainage	Standard Internal System	25%	\$	311,921	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	37,431	
√ Sewer	Incidental Adjustments	3%	\$	37,431	
√ Establish Turf / Erosion Control		2%	\$	24,954	
√ Illumination	Standard Illumination System	6%	\$	74,861	
Other:					
Allowance Subtotal:					\$ 561,458
Paving and Allowance Subtotal:					\$ 1,809,143
Mobilization:					5% \$ 90,457
Site Preparation:					5% \$ 90,457
Construction Cost TOTAL:					\$ 1,991,000
Construction Contingency:					15% \$ 298,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,290,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,290,000
Engineering/Survey/Testing:		20%	\$ 458,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 458,000
Impact Fee Project Cost TOTAL:			\$ 3,206,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	BLOOMDALE RD (9)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	D-13
Limits:	1,225' W OF CR 1007 TO CR 1007		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	1,225		
Service Area(s):	D, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	13,611	cy	\$ 10.00	\$ 136,111
213	Lime Treated Subgrade (8") (PI<12)	10,617	sy	\$ 7.00	\$ 74,317
313	9" Concrete Pavement	10,072	sy	\$ 60.00	\$ 604,333
413	4" Topsoil	5,581	sy	\$ 2.50	\$ 13,951
513	6" Curb & Gutter	4,900	lf	\$ 5.00	\$ 24,500
613	Allotment for Turn Lanes and Median Openings	748	sy	\$ 77.00	\$ 57,564
713	Moisture Conditioning	10,617	sy	\$ 8.00	\$ 84,933
Paving Construction Cost Subtotal:					\$ 995,709
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	29,871	
√ Pavement Markings/Markers		3%	\$	29,871	
√ Roadway Drainage	Standard Internal System	25%	\$	248,927	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
√ Water	Incidental Adjustments	3%	\$	29,871	
√ Sewer	Incidental Adjustments	3%	\$	29,871	
√ Establish Turf / Erosion Control		2%	\$	19,914	
√ Illumination	Standard Illumination System	6%	\$	59,743	
Other:					
Allowance Subtotal:					\$ 698,069
Paving and Allowance Subtotal:					\$ 1,693,779
Mobilization:					\$ 84,689
Site Preparation:					\$ 84,689
Construction Cost TOTAL:					\$ 1,864,000
Construction Contingency:					\$ 279,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,144,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,144,000
Engineering/Survey/Testing:		20%	\$ 428,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 428,800
Impact Fee Project Cost TOTAL:			\$ 3,001,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	BLOOMDALE RD (10)	The City contributed approximately \$2,962,610 of eligible funds from '12-'19 for two of the six lanes. This project consists of the construction of four additional through lanes of the ultimate six-lane divided principal arterial.	D-14
Limits:	CR 1007 TO HARDIN BLVD		
Impact Fee Class:	P6D(2/3)		
Thoroughfare Class:	Principal Arterial		
Length (lf):	1,965		
Service Area(s):	D		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
115	Unclassified Street Excavation	17,903	cy	\$ 10.00	\$ 179,033	
215	Lime Treated Subgrade (8") (PI<12)	11,463	sy	\$ 7.00	\$ 80,238	
315	9" Concrete Pavement	10,808	sy	\$ 60.00	\$ 648,450	
415	4" Topsoil	6,659	sy	\$ 2.50	\$ 16,648	
515	6" Curb & Gutter	5,895	lf	\$ 5.00	\$ 29,475	
615	Allotment for Turn Lanes and Median Openings	1,199	sy	\$ 77.00	\$ 92,337	
715	Moisture Conditioning	11,463	sy	\$ 8.00	\$ 91,700	
Paving Construction Cost Subtotal:					\$ 1,137,881	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	34,136		
√ Pavement Markings/Markers		3%	\$	34,136		
√ Roadway Drainage	Standard Internal System	25%	\$	284,470		
Special Drainage Structures	None Anticipated		\$	-		
√ Water	Incidental Adjustments	3%	\$	34,136		
√ Sewer	Incidental Adjustments	3%	\$	34,136		
√ Establish Turf / Erosion Control		2%	\$	22,758		
√ Illumination	Standard Illumination System	6%	\$	68,273		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 512,046
Paving and Allowance Subtotal:					\$ 1,649,927	
Mobilization:					5%	\$ 82,496
Site Preparation:					5%	\$ 82,496
Construction Cost TOTAL:					\$ 1,815,000	
Construction Contingency:					15%	\$ 272,250
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,088,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,088,000
Engineering/Survey/Testing:		20%	\$ 417,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 2,962,610
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 417,600
Impact Fee Project Cost TOTAL:			\$ 5,885,810

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-15
Name:	BLOOMDALE RD (11)	The City contributed approximately \$3,887,390 of eligible funds from '12-'19 for four of the six lanes. This project consists of the construction of two additional through lanes within the median of the ultimate six-lane divided principal arterial.		
Limits:	HARDIN BLVD TO COMMUNITY AVE			
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,580			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	8,027	cy	\$ 10.00	\$ 80,267
214	Lime Treated Subgrade (8") (PI<12)	7,740	sy	\$ 7.00	\$ 54,180
314	9" Concrete Pavement	7,167	sy	\$ 60.00	\$ 430,000
414	4" Topsoil	2,293	sy	\$ 2.50	\$ 5,733
514	6" Curb & Gutter	5,160	lf	\$ 5.00	\$ 25,800
614	Allotment for Turn Lanes and Median Openings	1,574	sy	\$ 77.00	\$ 121,236
714	Moisture Conditioning	7,740	sy	\$ 8.00	\$ 61,920
Paving Construction Cost Subtotal:					\$ 779,136
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	Construction Phase Traffic Control	3%	\$	23,374
√	Pavement Markings/Markers		3%	\$	23,374
	Roadway Drainage	None Anticipated	0%	\$	-
	Special Drainage Structures	None Anticipated		\$	-
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	15,583
	Illumination	None Anticipated	0%	\$	-
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	62,331
Paving and Allowance Subtotal:				\$	841,467
Mobilization:				5%	\$ 42,073
Site Preparation:				5%	\$ 42,073
Construction Cost TOTAL:				\$	926,000
Construction Contingency:				15%	\$ 138,900
Construction Cost TOTAL W/ CONTINGENCY:				\$	1,065,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,065,000
Engineering/Survey/Testing:		20%	\$ 213,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 3,887,390
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 5,165,390

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-16
Name:	WILMETH RD (5)	This project consists of the construction of a new four-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.		
Limits:	LAKE FOREST DR TO UNNAMED A			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	4,755			
Service Area(s):	D, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	46,493	cy	\$ 10.00	\$ 464,933
207	Lime Treated Subgrade (8") (PI<12)	34,870	sy	\$ 7.00	\$ 244,090
307	8" Concrete Pavement	32,757	sy	\$ 55.00	\$ 1,801,617
407	4" Topsoil	22,718	sy	\$ 2.50	\$ 56,796
507	6" Curb & Gutter	19,020	lf	\$ 5.00	\$ 95,100
607	Allotment for Turn Lanes and Median Openings	2,792	sy	\$ 72.00	\$ 201,007
707	Moisture Conditioning	34,870	sy	\$ 8.00	\$ 278,960
Paving Construction Cost Subtotal:					\$ 3,142,503
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	31,425	
√ Pavement Markings/Markers		3%	\$	94,275	
√ Roadway Drainage	Standard Internal System	25%	\$	785,626	
√ Special Drainage Structures	Bridge		\$	1,300,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	62,850	
√ Illumination	Standard Illumination System	6%	\$	188,550	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 2,462,726
Paving and Allowance Subtotal:					\$ 5,605,229
Mobilization:					5% \$ 280,261
Site Preparation:					5% \$ 280,261
Construction Cost TOTAL:					\$ 6,166,000
Construction Contingency:					15% \$ 924,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 7,091,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 7,091,000
Engineering/Survey/Testing:		20%	\$ 1,418,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 2,481,850
Impact Fee Project Cost TOTAL:			\$ 10,991,050

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-17
Name:	WILMETH RD (6)	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial.		
Limits:	UNNAMED A TO 825' E OF UNNAMED A			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	825			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	8,067	cy	\$ 10.00	\$ 80,667
207	Lime Treated Subgrade (8") (PI<12)	6,050	sy	\$ 7.00	\$ 42,350
307	8" Concrete Pavement	5,683	sy	\$ 55.00	\$ 312,583
407	4" Topsoil	3,942	sy	\$ 2.50	\$ 9,854
507	6" Curb & Gutter	3,300	lf	\$ 5.00	\$ 16,500
607	Allotment for Turn Lanes and Median Openings	484	sy	\$ 72.00	\$ 34,875
707	Moisture Conditioning	6,050	sy	\$ 8.00	\$ 48,400
Paving Construction Cost Subtotal:					\$ 545,229
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	16,357	
√ Pavement Markings/Markers		3%	\$	16,357	
√ Roadway Drainage	Standard Internal System	25%	\$	136,307	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	16,357	
√ Sewer	Incidental Adjustments	3%	\$	16,357	
√ Establish Turf / Erosion Control		2%	\$	10,905	
√ Illumination	Standard Illumination System	6%	\$	32,714	
Other:					
			Allowance Subtotal:	\$	245,353
Paving and Allowance Subtotal:					\$ 790,582
Mobilization:					5% \$ 39,529
Site Preparation:					5% \$ 39,529
Construction Cost TOTAL:					\$ 870,000
Construction Contingency:					15% \$ 130,500
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,001,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,001,000
Engineering/Survey/Testing:		20%	\$ 200,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 200,200
Impact Fee Project Cost TOTAL:			\$ 1,401,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-18
Name:	WILMETH RD (7) 825' E OF TAYLOR-BURK DR TO 1,380' E OF TAYLOR-BURK DR	This project consists of the construction of two additional lanes of the ultimate four-lane divided greenway arterial.		
Limits:				
Impact Fee Class:	G4D(1/2)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	555			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	2,097	cy	\$ 10.00	\$ 20,967
208	Lime Treated Subgrade (8") (PI<12)	2,035	sy	\$ 7.00	\$ 14,245
308	8" Concrete Pavement	1,912	sy	\$ 55.00	\$ 105,142
408	4" Topsoil	709	sy	\$ 2.50	\$ 1,773
508	6" Curb & Gutter	1,110	lf	\$ 5.00	\$ 5,550
608	Allotment for Turn Lanes and Median Openings	163	sy	\$ 72.00	\$ 11,731
Paving Construction Cost Subtotal:					\$ 159,407
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	4,782	
√ Pavement Markings/Markers		3%	\$	4,782	
√ Roadway Drainage	Standard Internal System	25%	\$	39,852	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	4,782	
√ Sewer	Incidental Adjustments	3%	\$	4,782	
√ Establish Turf / Erosion Control		2%	\$	3,188	
√ Illumination	Standard Illumination System	6%	\$	9,564	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 71,733
Paving and Allowance Subtotal:					\$ 231,140
Mobilization:					5% \$ 11,557
Site Preparation:					5% \$ 11,557
Construction Cost TOTAL:					\$ 255,000
Construction Contingency:					15% \$ 38,250
Construction Cost TOTAL W/ CONTINGENCY:					\$ 294,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 294,000
Engineering/Survey/Testing:		20%	\$ 58,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 58,800
Impact Fee Project Cost TOTAL:			\$ 411,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	WILMETH RD (8) 1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	D-19
Limits:			
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	2,240		
Service Area(s):	D, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
107	Unclassified Street Excavation	21,902	cy	\$ 219,022
207	Lime Treated Subgrade (8") (PI<12)	16,427	sy	\$ 114,987
307	8" Concrete Pavement	15,431	sy	\$ 848,711
407	4" Topsoil	10,702	sy	\$ 26,756
507	6" Curb & Gutter	8,960	lf	\$ 44,800
607	Allotment for Turn Lanes and Median Openings	1,315	sy	\$ 94,691
707	Moisture Conditioning	16,427	sy	\$ 131,413
Paving Construction Cost Subtotal:				\$ 1,480,380
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	44,411
√ Pavement Markings/Markers		3%	\$	44,411
√ Roadway Drainage	Standard Internal System	25%	\$	370,095
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	44,411
√ Sewer	Incidental Adjustments	3%	\$	44,411
√ Establish Turf / Erosion Control		2%	\$	29,608
√ Illumination	Standard Illumination System	6%	\$	88,823
Other:				
			Allowance Subtotal:	\$ 666,171
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,146,551
Mobilization:				5% \$ 107,328
Site Preparation:				5% \$ 107,328
Construction Cost TOTAL:				\$ 2,362,000
Construction Contingency:				15% \$ 354,300
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,717,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,717,000
Engineering/Survey/Testing:		20%	\$ 543,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 543,400
Impact Fee Project Cost TOTAL:			\$ 3,803,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-20
Name:	WILMETH RD (9)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	HARDIN BLVD TO US HIGHWAY 75			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	6,140			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	19,102	cy	\$ 10.00	\$ 191,022
211	Lime Treated Subgrade (8") (PI<12)	18,420	sy	\$ 7.00	\$ 128,940
311	9" Concrete Pavement	17,056	sy	\$ 60.00	\$ 1,023,333
411	4" Topsoil	5,458	sy	\$ 2.50	\$ 13,644
511	6" Curb & Gutter	12,280	lf	\$ 5.00	\$ 61,400
611	Allotment for Turn Lanes and Median Openings	3,747	sy	\$ 77.00	\$ 288,523
Paving Construction Cost Subtotal:					\$ 1,706,863
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	51,206	
√ Pavement Markings/Markers		3%	\$	51,206	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	34,137	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	136,549	
			Paving and Allowance Subtotal:	\$	1,843,412
			Mobilization:	5%	\$ 92,171
			Site Preparation:	5%	\$ 92,171
			Construction Cost TOTAL:	\$	2,028,000
			Construction Contingency:	15%	\$ 304,200
			Construction Cost TOTAL W/ CONTINGENCY:	\$	2,333,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,333,000
Engineering/Survey/Testing:		20%	\$ 466,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,799,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	LAKE FOREST DR (1) LAUD HOWELL PKWY TO 3,200' S	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided greenway arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.	D-21
Limits:	OF LAUD HOWELL PKWY		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	3,200		
Service Area(s):	D, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
116	Unclassified Street Excavation	39,111	cy	\$ 391,111
216	Lime Treated Subgrade (8") (PI<12)	25,600	sy	\$ 179,200
316	9" Concrete Pavement	24,178	sy	\$ 1,450,667
416	4" Topsoil	20,267	sy	\$ 50,667
516	6" Curb & Gutter	12,800	lf	\$ 64,000
616	Allotment for Turn Lanes and Median Openings	2,211	sy	\$ 170,281
716	Moisture Conditioning	25,600	sy	\$ 204,800
Paving Construction Cost Subtotal:				\$ 2,510,726
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	75,322
√ Pavement Markings/Markers		3%	\$	75,322
√ Roadway Drainage	Standard Internal System	25%	\$	627,681
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	75,322
√ Sewer	Incidental Adjustments	3%	\$	75,322
√ Establish Turf / Erosion Control		2%	\$	50,215
√ Illumination	Standard Illumination System	6%	\$	150,644
Other:				
			Allowance Subtotal:	\$ 1,129,827
Paving and Allowance Subtotal:				\$ 3,640,553
Mobilization:				5% \$ 182,028
Site Preparation:				5% \$ 182,028
Construction Cost TOTAL:				\$ 4,005,000
Construction Contingency:				15% \$ 600,750
Construction Cost TOTAL W/ CONTINGENCY:				\$ 4,606,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,606,000
Engineering/Survey/Testing:		20%	\$ 921,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 921,200
Impact Fee Project Cost TOTAL:			\$ 6,448,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. C-34, D-22
Name:	LAKE FOREST DR (3)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.	
Limits:	WILMETH RD TO US HIGHWAY 380		
Impact Fee Class:	M6D(1/3)		
Thoroughfare Class:	Major Arterial		
Length (lf):	5,155		
Service Area(s):	C and D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	16,038	cy	\$ 10.00	\$ 160,378
211	Lime Treated Subgrade (8") (PI<12)	15,465	sy	\$ 7.00	\$ 108,255
311	9" Concrete Pavement	14,319	sy	\$ 60.00	\$ 859,167
411	4" Topsoil	4,582	sy	\$ 2.50	\$ 11,456
511	6" Curb & Gutter	10,310	lf	\$ 5.00	\$ 51,550
611	Allotment for Turn Lanes and Median Openings	3,146	sy	\$ 77.00	\$ 242,237
Paving Construction Cost Subtotal:					\$ 1,433,042
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	42,991	
√ Pavement Markings/Markers		3%	\$	42,991	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	28,661	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 114,643
Paving and Allowance Subtotal:					\$ 1,547,686
Mobilization:					5% \$ 77,384
Site Preparation:					5% \$ 77,384
Construction Cost TOTAL:					\$ 1,703,000
Construction Contingency:					15% \$ 255,450
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,959,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,959,000
Engineering/Survey/Testing:		20%	\$ 391,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,350,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED A (1) 5,785' N OF LAUD HOWELL PKWY	This project consists of the construction of a new four-lane divided greenway arterial.	D-23
Limits:	TO 2,710' S OF LAUD HOWELL		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	8,495		
Service Area(s):	D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	83,062	cy	\$ 10.00	\$ 830,622
207	Lime Treated Subgrade (8") (PI<12)	62,297	sy	\$ 7.00	\$ 436,077
307	8" Concrete Pavement	58,521	sy	\$ 55.00	\$ 3,218,661
407	4" Topsoil	40,587	sy	\$ 2.50	\$ 101,468
507	6" Curb & Gutter	33,980	lf	\$ 5.00	\$ 169,900
607	Allotment for Turn Lanes and Median Openings	4,988	sy	\$ 72.00	\$ 359,107
707	Moisture Conditioning	62,297	sy	\$ 8.00	\$ 498,373
Paving Construction Cost Subtotal:					\$ 5,614,208
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	56,142	
√ Pavement Markings/Markers		3%	\$	168,426	
√ Roadway Drainage	Standard Internal System	25%	\$	1,403,552	
√ Special Drainage Structures	Multiple Stream Crossings		\$	1,200,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	112,284	
√ Illumination	Standard Illumination System	6%	\$	336,852	
Other:					
			Allowance Subtotal:	\$ 3,277,257	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 8,891,465
Mobilization:					5% \$ 444,573
Site Preparation:					5% \$ 444,573
Construction Cost TOTAL:					\$ 9,781,000
Construction Contingency:					15% \$ 1,467,150
Construction Cost TOTAL W/ CONTINGENCY:					\$ 11,249,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 11,249,000
Engineering/Survey/Testing:		20%	\$ 2,249,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 3,937,150
Impact Fee Project Cost TOTAL:			\$ 17,435,950

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-24
Name:	UNNAMED A (2) 2,710' S OF LAUD HOWELL PKWY	This project consists of the construction of a new four-lane divided greenway arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.		
Limits:	TO BLOOMDALE RD			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	2,590			
Service Area(s):	D, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	25,324	cy	\$ 10.00	\$ 253,244
207	Lime Treated Subgrade (8") (PI<12)	18,993	sy	\$ 7.00	\$ 132,953
307	8" Concrete Pavement	17,842	sy	\$ 55.00	\$ 981,322
407	4" Topsoil	12,374	sy	\$ 2.50	\$ 30,936
507	6" Curb & Gutter	10,360	lf	\$ 5.00	\$ 51,800
607	Allotment for Turn Lanes and Median Openings	1,521	sy	\$ 72.00	\$ 109,486
707	Moisture Conditioning	18,993	sy	\$ 8.00	\$ 151,947
Paving Construction Cost Subtotal:					\$ 1,711,689
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	17,117	
√ Pavement Markings/Markers		3%	\$	51,351	
√ Roadway Drainage	Standard Internal System	25%	\$	427,922	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	34,234	
√ Illumination	Standard Illumination System	6%	\$	102,701	
Other:					
			Allowance Subtotal:	\$ 633,325	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 2,345,014
Mobilization:					5% \$ 117,251
Site Preparation:					5% \$ 117,251
Construction Cost TOTAL:					\$ 2,580,000
Construction Contingency:					15% \$ 387,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,967,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,967,000
Engineering/Survey/Testing:		20%	\$ 593,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,038,450
Impact Fee Project Cost TOTAL:			\$ 4,598,850

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-25
Name:	UNNAMED A (3)	This project consists of the reconstruction of a four-lane divided greenway arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.		
Limits:	1,105' N OF WILMETH RD TO WILMETH RD			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,105			
Service Area(s):	D, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	10,804	cy	\$ 10.00	\$ 108,044
207	Lime Treated Subgrade (8") (PI<12)	8,103	sy	\$ 7.00	\$ 56,723
307	8" Concrete Pavement	7,612	sy	\$ 55.00	\$ 418,672
407	4" Topsoil	5,279	sy	\$ 2.50	\$ 13,199
507	6" Curb & Gutter	4,420	lf	\$ 5.00	\$ 22,100
607	Allotment for Turn Lanes and Median Openings	649	sy	\$ 72.00	\$ 46,711
707	Moisture Conditioning	8,103	sy	\$ 8.00	\$ 64,827
Paving Construction Cost Subtotal:					\$ 730,277
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	21,908	
√ Pavement Markings/Markers		3%	\$	21,908	
√ Roadway Drainage	Standard Internal System	25%	\$	182,569	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	21,908	
√ Sewer	Incidental Adjustments	3%	\$	21,908	
√ Establish Turf / Erosion Control		2%	\$	14,606	
√ Illumination	Standard Illumination System	6%	\$	43,817	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 328,624
Paving and Allowance Subtotal:					\$ 1,058,901
Mobilization:					5% \$ 52,945
Site Preparation:					5% \$ 52,945
Construction Cost TOTAL:					\$ 1,165,000
Construction Contingency:					15% \$ 174,750
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,340,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,340,000
Engineering/Survey/Testing:		20%	\$ 268,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 268,000
Impact Fee Project Cost TOTAL:			\$ 1,876,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-26
Name:	UNNAMED A (4)	This project consists of the construction of a new four-lane divided minor arterial.		
Limits:	WILMETH RD TO HARDIN BLVD			
Impact Fee Class:	M4D			
Thoroughfare Class:	Minor Arterial			
Length (lf):	3,940			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	31,520	cy	\$ 10.00	\$ 315,200
205	Lime Treated Subgrade (8") (PI<12)	21,889	sy	\$ 7.00	\$ 153,222
305	8" Concrete Pavement	20,138	sy	\$ 55.00	\$ 1,107,578
405	4" Topsoil	17,073	sy	\$ 2.50	\$ 42,683
505	6" Curb & Gutter	15,760	lf	\$ 5.00	\$ 78,800
605	Allotment for Turn Lanes and Median Openings	2,313	sy	\$ 72.00	\$ 166,555
705	Moisture Conditioning	21,889	sy	\$ 8.00	\$ 175,111
Paving Construction Cost Subtotal:					\$ 2,039,149
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	20,391	
√ Pavement Markings/Markers		3%	\$	61,174	
√ Roadway Drainage	Standard Internal System	25%	\$	509,787	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	40,783	
√ Illumination	Standard Illumination System	6%	\$	122,349	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,004,485
Paving and Allowance Subtotal:					\$ 3,043,634
Mobilization:					5% \$ 152,182
Site Preparation:					5% \$ 152,182
Construction Cost TOTAL:					\$ 3,348,000
Construction Contingency:					15% \$ 502,200
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,851,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,851,000
Engineering/Survey/Testing:		20%	\$ 770,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,347,850
Impact Fee Project Cost TOTAL:			\$ 5,969,050

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-27
Name:	TAYLOR-BURK DR (1)	This project consists of the construction of a new four-lane divided minor arterial.		
Limits:	HARDIN BLVD TO SKYLINE DR			
Impact Fee Class:	M4D			
Thoroughfare Class:	Minor Arterial			
Length (lf):	1,465			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	11,720	cy	\$ 10.00	\$ 117,200
205	Lime Treated Subgrade (8") (PI<12)	8,139	sy	\$ 7.00	\$ 56,972
305	8" Concrete Pavement	7,488	sy	\$ 55.00	\$ 411,828
405	4" Topsoil	6,348	sy	\$ 2.50	\$ 15,871
505	6" Curb & Gutter	5,860	lf	\$ 5.00	\$ 29,300
605	Allotment for Turn Lanes and Median Openings	860	sy	\$ 72.00	\$ 61,930
705	Moisture Conditioning	8,139	sy	\$ 8.00	\$ 65,111
Paving Construction Cost Subtotal:					\$ 758,211
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	7,582
√	Pavement Markings/Markers		3%	\$	22,746
√	Roadway Drainage	Standard Internal System	25%	\$	189,553
	Special Drainage Structures	None Anticipated		\$	-
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	15,164
√	Illumination	Standard Illumination System	6%	\$	45,493
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	280,538
Paving and Allowance Subtotal:				\$	1,038,750
Mobilization:				5%	\$ 51,937
Site Preparation:				5%	\$ 51,937
Construction Cost TOTAL:				\$	1,143,000
Construction Contingency:				15%	\$ 171,450
Construction Cost TOTAL W/ CONTINGENCY:				\$	1,315,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,315,000
Engineering/Survey/Testing:		20%	\$ 263,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 460,250
Impact Fee Project Cost TOTAL:			\$ 2,038,250

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-28
Name:	HARDIN BLVD (4)	This project consists of the construction of a new six-lane divided greenway arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.		
Limits:	UNNAMED 5 TO 1,550' S OF UNNAMED 5			
Impact Fee Class:	G6D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,550			
Service Area(s):	D, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	18,944	cy	\$ 10.00	\$ 189,444
216	Lime Treated Subgrade (8") (PI<12)	12,400	sy	\$ 7.00	\$ 86,800
316	9" Concrete Pavement	11,711	sy	\$ 60.00	\$ 702,667
416	4" Topsoil	9,817	sy	\$ 2.50	\$ 24,542
516	6" Curb & Gutter	6,200	lf	\$ 5.00	\$ 31,000
616	Allotment for Turn Lanes and Median Openings	1,071	sy	\$ 77.00	\$ 82,480
716	Moisture Conditioning	12,400	sy	\$ 8.00	\$ 99,200
Paving Construction Cost Subtotal:					\$ 1,216,133
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	12,161
√	Pavement Markings/Markers		3%	\$	36,484
√	Roadway Drainage	Standard Internal System	25%	\$	304,033
	Special Drainage Structures	None Anticipated		\$	-
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	24,323
√	Illumination	Standard Illumination System	6%	\$	72,968
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	449,969
Paving and Allowance Subtotal:					\$ 1,666,102
				Mobilization:	5% \$ 83,305
				Site Preparation:	5% \$ 83,305
Construction Cost TOTAL:					\$ 1,833,000
Construction Contingency:					15% \$ 274,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,108,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,108,000
Engineering/Survey/Testing:		20%	\$ 421,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 737,800
Impact Fee Project Cost TOTAL:			\$ 3,267,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-29
Name:	HARDIN BLVD (5)			This project consists of the construction of a new six-lane divided greenway arterial.
Limits:	1,545' S OF UNNAMED 5 TO TRINITY FALLS PKWY			
Impact Fee Class:	G6D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	7,310			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
116	Unclassified Street Excavation	89,344	cy	\$ 10.00	\$ 893,444
216	Lime Treated Subgrade (8") (PI<12)	58,480	sy	\$ 7.00	\$ 409,360
316	9" Concrete Pavement	55,231	sy	\$ 60.00	\$ 3,313,867
416	4" Topsoil	46,297	sy	\$ 2.50	\$ 115,742
516	6" Curb & Gutter	29,240	lf	\$ 5.00	\$ 146,200
616	Allotment for Turn Lanes and Median Openings	5,052	sy	\$ 77.00	\$ 388,987
716	Moisture Conditioning	58,480	sy	\$ 8.00	\$ 467,840
Paving Construction Cost Subtotal:					\$ 5,735,440
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	57,354
√	Pavement Markings/Markers		3%	\$	172,063
√	Roadway Drainage	Standard Internal System	25%	\$	1,433,860
√	Special Drainage Structures	Bridge		\$	3,000,000
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	114,709
√	Illumination	Standard Illumination System	6%	\$	344,126
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	5,122,113
Paving and Allowance Subtotal:					\$ 10,857,552
Mobilization:					5% \$ 542,878
Site Preparation:					5% \$ 542,878
Construction Cost TOTAL:					\$ 11,944,000
Construction Contingency:					15% \$ 1,791,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 13,736,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 13,736,000
Engineering/Survey/Testing:		20%	\$ 2,747,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 4,807,600
Impact Fee Project Cost TOTAL:			\$ 21,290,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (6) TRINITY FALLS PKWY TO 1,815' S	This project consists of the reconstruction of a two-lane dirt/gravel facility to a six-lane divided greenway arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.	D-30
Limits:	OF TRINITY FALLS PKWY		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	1,815		
Service Area(s):	D, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
116	Unclassified Street Excavation	22,183	cy	\$ 221,833
216	Lime Treated Subgrade (8") (PI<12)	14,520	sy	\$ 101,640
316	9" Concrete Pavement	13,713	sy	\$ 822,800
416	4" Topsoil	11,495	sy	\$ 28,738
516	6" Curb & Gutter	7,260	lf	\$ 36,300
616	Allotment for Turn Lanes and Median Openings	1,254	sy	\$ 96,582
716	Moisture Conditioning	14,520	sy	\$ 116,160
Paving Construction Cost Subtotal:				\$ 1,424,052
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	42,722
√ Pavement Markings/Markers		3%	\$	42,722
√ Roadway Drainage	Standard Internal System	25%	\$	356,013
√ Special Drainage Structures	Stream Crossing		\$	250,000
√ Water	Incidental Adjustments	3%	\$	42,722
√ Sewer	Incidental Adjustments	3%	\$	42,722
√ Establish Turf / Erosion Control		2%	\$	28,481
√ Illumination	Standard Illumination System	6%	\$	85,443
Other:				
			Allowance Subtotal:	\$ 890,824
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,314,876
Mobilization:				5% \$ 115,744
Site Preparation:				5% \$ 115,744
Construction Cost TOTAL:				\$ 2,547,000
Construction Contingency:				15% \$ 382,050
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,930,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,930,000
Engineering/Survey/Testing:		20%	\$ 586,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 586,000
Impact Fee Project Cost TOTAL:			\$ 4,102,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (7) 1,815' S OF TRINITY FALLS PKWY	This project consists of the construction of a new six-lane divided greenway arterial.	D-31
Limits:	TO 1,190' S OF BLOOMDALE RD		
Impact Fee Class:	G6D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	1,920		
Service Area(s):	D		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
116	Unclassified Street Excavation	23,467	cy	\$ 234,667
216	Lime Treated Subgrade (8") (PI<12)	15,360	sy	\$ 107,520
316	9" Concrete Pavement	14,507	sy	\$ 870,400
416	4" Topsoil	12,160	sy	\$ 30,400
516	6" Curb & Gutter	7,680	lf	\$ 38,400
616	Allotment for Turn Lanes and Median Openings	1,327	sy	\$ 102,169
716	Moisture Conditioning	15,360	sy	\$ 122,880
Paving Construction Cost Subtotal:				\$ 1,506,436
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$	15,064
√ Pavement Markings/Markers		3%	\$	45,193
√ Roadway Drainage	Standard Internal System	25%	\$	376,609
√ Special Drainage Structures	Stream Crossing		\$	250,000
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	30,129
√ Illumination	Standard Illumination System	6%	\$	90,386
Other:				
			Allowance Subtotal:	\$ 807,381
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,313,817
Mobilization:				5% \$ 115,691
Site Preparation:				5% \$ 115,691
Construction Cost TOTAL:				\$ 2,546,000
Construction Contingency:				15% \$ 381,900
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,928,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,928,000
Engineering/Survey/Testing:		20%	\$ 585,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,024,800
Impact Fee Project Cost TOTAL:			\$ 4,538,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-32
Name:	HARDIN BLVD (8) 1,190' S OF BLOOMDALE RD TO 3,590' S OF BLOOMDALE RD	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.		
Limits:				
Impact Fee Class:	G6D(1/3)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	2,400			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	6,933	cy	\$ 10.00	\$ 69,333
217	Lime Treated Subgrade (8") (PI<12)	6,667	sy	\$ 7.00	\$ 46,667
317	9" Concrete Pavement	6,133	sy	\$ 60.00	\$ 368,000
417	4" Topsoil	6,400	sy	\$ 2.50	\$ 16,000
517	6" Curb & Gutter	4,800	lf	\$ 5.00	\$ 24,000
617	Allotment for Turn Lanes and Median Openings	1,659	sy	\$ 77.00	\$ 127,711
Paving Construction Cost Subtotal:					\$ 651,711
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	19,551	
√ Pavement Markings/Markers		3%	\$	19,551	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	13,034	
Illumination	None Anticipated	0%	\$	-	
Other:			\$	-	
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 52,137
Paving and Allowance Subtotal:					\$ 703,848
				Mobilization:	5% \$ 35,192
				Site Preparation:	5% \$ 35,192
Construction Cost TOTAL:					\$ 775,000
				Construction Contingency:	15% \$ 116,250
Construction Cost TOTAL W/ CONTINGENCY:					\$ 892,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 892,000
Engineering/Survey/Testing:		20%	\$ 178,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,070,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-33
Name:	HARDIN BLVD (9) 3,590' S OF BLOOMDALE RD TO WILMETH RD	This project consists of the construction of four additional through lanes of the ultimate six-lane divided greenway arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP		
Limits:				
Impact Fee Class:	G6D(2/3)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,755			
Service Area(s):	D, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
118	Unclassified Street Excavation	13,455	cy	\$ 10.00	\$ 134,550
218	Lime Treated Subgrade (8") (PI<12)	9,458	sy	\$ 7.00	\$ 66,203
318	9" Concrete Pavement	8,873	sy	\$ 60.00	\$ 532,350
418	4" Topsoil	9,068	sy	\$ 2.50	\$ 22,669
518	6" Curb & Gutter	5,265	lf	\$ 5.00	\$ 26,325
618	Allotment for Turn Lanes and Median Openings	1,213	sy	\$ 77.00	\$ 93,389
Paving Construction Cost Subtotal:					\$ 875,485
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	26,265	
√ Pavement Markings/Markers		3%	\$	26,265	
√ Roadway Drainage	Standard Internal System	25%	\$	218,871	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	26,265	
√ Sewer	Incidental Adjustments	3%	\$	26,265	
√ Establish Turf / Erosion Control		2%	\$	17,510	
√ Illumination	Standard Illumination System	6%	\$	52,529	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 393,968
Paving and Allowance Subtotal:					\$ 1,269,453
Mobilization:					5% \$ 63,473
Site Preparation:					5% \$ 63,473
Construction Cost TOTAL:					\$ 1,397,000
Construction Contingency:					15% \$ 209,550
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,607,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,607,000
Engineering/Survey/Testing:		20%	\$ 321,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 321,400
Impact Fee Project Cost TOTAL:			\$ 2,249,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-34
Name:	HARDIN BLVD (10)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.		
Limits:	WILMETH RD TO US HIGHWAY 380			
Impact Fee Class:	G6D(1/3)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	6,520			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	18,836	cy	\$ 10.00	\$ 188,356
217	Lime Treated Subgrade (8") (PI<12)	18,111	sy	\$ 7.00	\$ 126,778
317	9" Concrete Pavement	16,662	sy	\$ 60.00	\$ 999,733
417	4" Topsoil	17,387	sy	\$ 2.50	\$ 43,467
517	6" Curb & Gutter	13,040	lf	\$ 5.00	\$ 65,200
617	Allotment for Turn Lanes and Median Openings	4,506	sy	\$ 77.00	\$ 346,949
Paving Construction Cost Subtotal:					\$ 1,770,482
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	53,114	
√ Pavement Markings/Markers		3%	\$	53,114	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	35,410	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	141,639	
Paving and Allowance Subtotal:			\$	1,912,120	
Mobilization:			5%	\$	95,606
Site Preparation:			5%	\$	95,606
Construction Cost TOTAL:			\$	2,104,000	
Construction Contingency:			15%	\$	315,600
Construction Cost TOTAL W/ CONTINGENCY:			\$	2,420,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,420,000
Engineering/Survey/Testing:		20%	\$ 484,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,904,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	COMMUNITY AVE (1) TRINITY FALLS PKWY TO 1,275' S	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial.	D-35
Limits:	OF TRINITY FALLS PKWY		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	1,275		
Service Area(s):	D		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
107	Unclassified Street Excavation	12,467	cy	\$ 124,667
207	Lime Treated Subgrade (8") (PI<12)	9,350	sy	\$ 65,450
307	8" Concrete Pavement	8,783	sy	\$ 483,083
407	4" Topsoil	6,092	sy	\$ 15,229
507	6" Curb & Gutter	5,100	lf	\$ 25,500
607	Allotment for Turn Lanes and Median Openings	749	sy	\$ 53,898
707	Moisture Conditioning	9,350	sy	\$ 74,800
Paving Construction Cost Subtotal:				\$ 842,627
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$ 25,279	
√ Pavement Markings/Markers		3%	\$ 25,279	
√ Roadway Drainage	Standard Internal System	25%	\$ 210,657	
Special Drainage Structures	None Anticipated		\$ -	
√ Water	Incidental Adjustments	3%	\$ 25,279	
√ Sewer	Incidental Adjustments	3%	\$ 25,279	
√ Establish Turf / Erosion Control		2%	\$ 16,853	
√ Illumination	Standard Illumination System	6%	\$ 50,558	
Other:				
			Allowance Subtotal:	\$ 379,182
Paving and Allowance Subtotal:				\$ 1,221,809
Mobilization:				5% \$ 61,090
Site Preparation:				5% \$ 61,090
Construction Cost TOTAL:				\$ 1,344,000
Construction Contingency:				15% \$ 201,600
Construction Cost TOTAL W/ CONTINGENCY:				\$ 1,546,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,546,000
Engineering/Survey/Testing:		20%	\$ 309,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 309,200
Impact Fee Project Cost TOTAL:			\$ 2,164,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	D-36
Name:	COMMUNITY AVE (2)			This project consists of the construction of two additional lanes of the ultimate four-lane divided greenway arterial.
Limits:	1,275' S OF TRINITY FALLS PKWY TO BLOOMDALE RD			
Impact Fee Class:	G4D(1/2)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	2,655			
Service Area(s):	D			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
108	Unclassified Street Excavation	10,030	cy	\$ 10.00	\$ 100,300	
208	Lime Treated Subgrade (8") (PI<12)	9,735	sy	\$ 7.00	\$ 68,145	
308	8" Concrete Pavement	9,145	sy	\$ 55.00	\$ 502,975	
408	4" Topsoil	3,393	sy	\$ 2.50	\$ 8,481	
508	6" Curb & Gutter	5,310	lf	\$ 5.00	\$ 26,550	
608	Allotment for Turn Lanes and Median Openings	779	sy	\$ 72.00	\$ 56,117	
Paving Construction Cost Subtotal:					\$ 762,568	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	22,877		
√ Pavement Markings/Markers		3%	\$	22,877		
√ Roadway Drainage	Standard Internal System	25%	\$	190,642		
Special Drainage Structures	None Anticipated		\$	-		
√ Water	Incidental Adjustments	3%	\$	22,877		
√ Sewer	Incidental Adjustments	3%	\$	22,877		
√ Establish Turf / Erosion Control		2%	\$	15,251		
√ Illumination	Standard Illumination System	6%	\$	45,754		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 343,156
Paving and Allowance Subtotal:					\$ 1,105,724	
Mobilization:					5%	\$ 55,286
Site Preparation:					5%	\$ 55,286
Construction Cost TOTAL:					\$ 1,217,000	
Construction Contingency:					15%	\$ 182,550
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,400,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,400,000
Engineering/Survey/Testing:		20%	\$ 280,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 280,000
Impact Fee Project Cost TOTAL:			\$ 1,960,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	COMMUNITY AVE (3)		D-37
Limits:	BLOOMDALE RD TO 2,305' S OF BLOOMDALE RD		This project consists of the construction of two additional lanes of the ultimate four-lane undivided minor arterial.
Impact Fee Class:	M4U(1/2)		
Thoroughfare Class:	Minor Arterial		
Length (lf):	2,305		
Service Area(s):	D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	6,147	cy	\$ 10.00	\$ 61,467
204	Lime Treated Subgrade (8") (PI<12)	6,019	sy	\$ 7.00	\$ 42,130
304	8" Concrete Pavement	5,891	sy	\$ 55.00	\$ 323,981
404	4" Topsoil	2,433	sy	\$ 2.50	\$ 6,083
504	6" Curb & Gutter	4,610	lf	\$ 5.00	\$ 23,050
Paving Construction Cost Subtotal:					\$ 456,710
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	13,701	
√ Pavement Markings/Markers		3%	\$	13,701	
√ Roadway Drainage	Standard Internal System	25%	\$	114,178	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	13,701	
√ Sewer	Incidental Adjustments	3%	\$	13,701	
√ Establish Turf / Erosion Control		2%	\$	9,134	
√ Illumination	Standard Illumination System	6%	\$	27,403	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 205,520
Paving and Allowance Subtotal:					\$ 662,230
Mobilization:					5% \$ 33,111
Site Preparation:					5% \$ 33,111
Construction Cost TOTAL:					\$ 729,000
Construction Contingency:					15% \$ 109,350
Construction Cost TOTAL W/ CONTINGENCY:					\$ 839,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 839,000
Engineering/Survey/Testing:		20%	\$ 167,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 167,800
Impact Fee Project Cost TOTAL:			\$ 1,174,600

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Appendix A

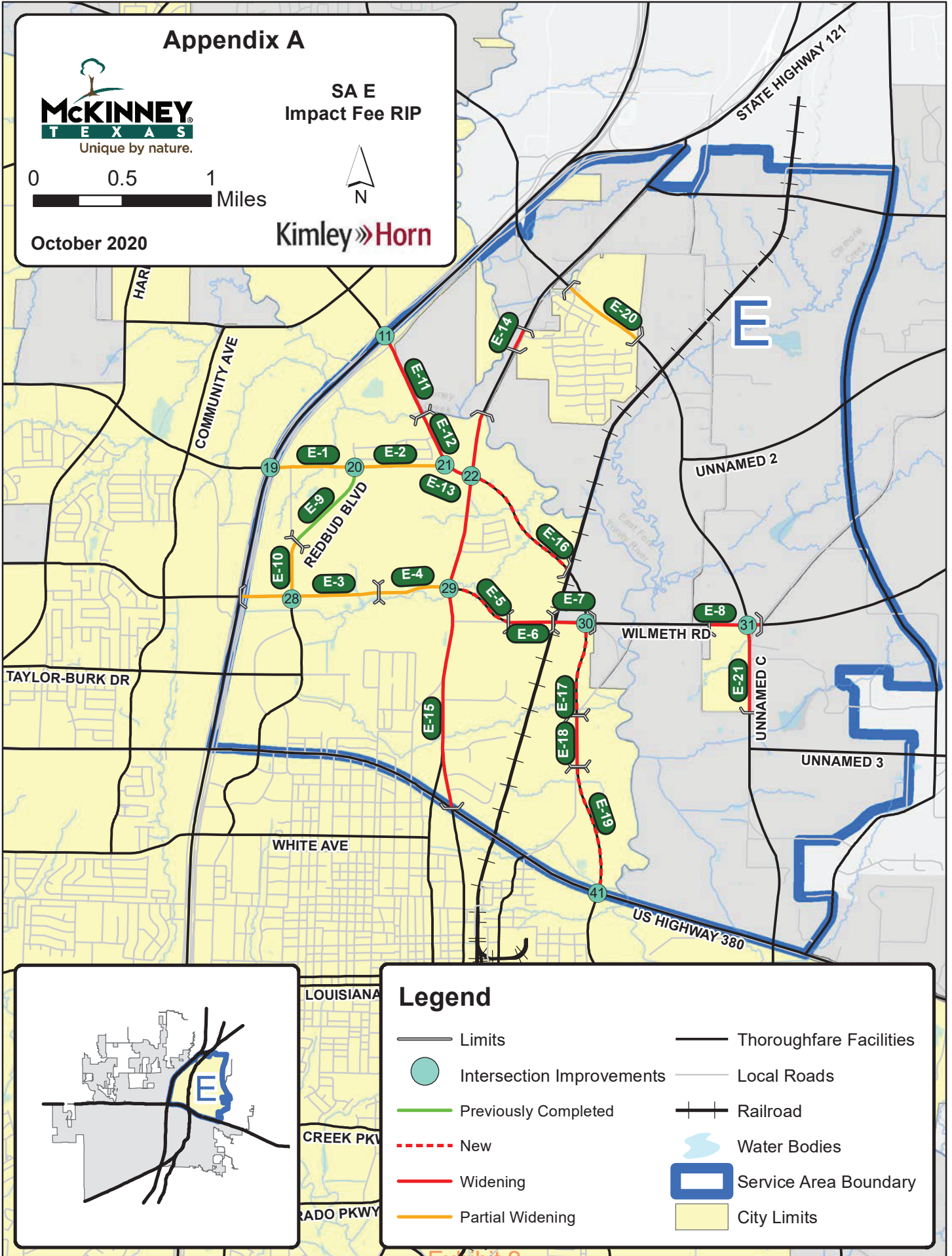


SA E
Impact Fee RIP



October 2020

Kimley»Horn



Legend

- | | |
|---------------------------|-------------------------|
| Limits | Thoroughfare Facilities |
| Intersection Improvements | Local Roads |
| Previously Completed | Railroad |
| New | Water Bodies |
| Widening | Service Area Boundary |
| Partial Widening | City Limits |

Exhibit 2

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area E

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
E-1	P6D(1/3)	BLOOMDALE RD (12)	US HIGHWAY 75 TO REDBUD BLVD	\$ 955,200	100%	\$ 955,200
E-2	P6D(2/3)	BLOOMDALE RD (13)	REDBUD BLVD TO AIRPORT DR	\$ 3,361,400	100%	\$ 3,361,400
E-3	M6D(1/3)	WILMETH RD (10)	US HIGHWAY 75 TO 2,570' E OF REDBUD BLVD	\$ 1,935,600	100%	\$ 1,935,600
E-4	M6D(2/3)	WILMETH RD (11)	2,570' E OF REDBUD BLVD TO STATE HIGHWAY 5	\$ 2,608,200	100%	\$ 2,608,200
E-5	M6D	WILMETH RD (12)	STATE HIGHWAY 5 TO 2,100' E OF SH 5	\$ 5,068,500	100%	\$ 5,068,500
E-6	M6D	WILMETH RD (13)	2,100' E OF SH 5 TO 980' W OF AIRPORT DR	\$ 2,804,200	100%	\$ 2,804,200
E-7	M6D	WILMETH RD (14)	980' W OF AIRPORT DR TO 235' E OF AIRPORT DR	\$ 3,417,400	50%	\$ 1,708,700
E-8	M6D	WILMETH RD (15)	1,150' W OF FM 2933 TO 400' E OF FM 2933	\$ 3,229,800	50%	\$ 1,614,900
E-9	M4D	REDBUD BLVD (1)	BLOOMDALE RD TO 2,930' S OF BLOOMDALE RD	\$ 650,000	100%	\$ 650,000
E-10	M4D(1/2)	REDBUD BLVD (2)	2,930' S OF BLOOMDALE RD TO WILMETH RD	\$ 852,600	100%	\$ 852,600
E-11	M6D	LAUD HOWELL PKWY (9)	US HIGHWAY 75 TO 2,620' S OF US HIGHWAY 75	\$ 3,909,500	50%	\$ 1,954,750
E-12	M6D	LAUD HOWELL PKWY (10)	2,620' S OF US HIGHWAY 75 TO BLOOMDALE RD	\$ 1,876,700	100%	\$ 1,876,700
E-13	P6D	LAUD HOWELL PKWY (11)	BLOOMDALE RD TO STATE HIGHWAY 5	\$ 861,000	100%	\$ 861,000
E-14	M6D	STATE HIGHWAY 5 (1)	4,700' N OF AIRPORT DR TO 3,995' N OF AIRPORT DR	\$ 695,100	50%	\$ 347,550
E-15	M6D	STATE HIGHWAY 5 (2)	1,915' N OF AIRPORT DR TO US HIGHWAY 380	\$ 13,994,400	100%	\$ 13,994,400
E-16	P6D	AIRPORT DR (1)	STATE HIGHWAY 5 TO 4,070 S OF STATE HIGHWAY 5	\$ 9,379,050	100%	\$ 9,379,050
E-17	P6D	AIRPORT DR (2)	WILMETH RD TO WOODLAWN RD (N)	\$ 6,582,850	100%	\$ 6,582,850
E-18	P6D	AIRPORT DR (3)	WOODLAWN RD (N) TO WOODLAWN RD (S)	\$ 3,648,400	100%	\$ 3,648,400
E-19	P6D	AIRPORT DR (4)	WOODLAWN RD (S) TO US HIGHWAY 380	\$ 8,952,800	100%	\$ 8,952,800
E-20	P6D(1/3)	UNNAMED C (1)	410' E OF STATE HIGHWAY 5 TO 3,010' E OF STATE HIGHWAY 5	\$ 986,400	100%	\$ 986,400
E-21	P6D	UNNAMED C (2)	WILMETH RD TO 2,615' S OF WILMETH RD	\$ 2,806,300	50%	\$ 1,403,150
11	Intersection	Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY	\$ 600,000	50%	\$ 300,000
19		Interchange Signals	US HIGHWAY 75 & BLOOMDALE RD	\$ 600,000	50%	\$ 300,000
20		Signal	BLOOMDALE RD & REDBUD BLVD	\$ 300,000	100%	\$ 300,000
21		Signal	LAUD HOWELL PKWY & BLOOMDALE RD	\$ 300,000	100%	\$ 300,000
22		Signal Mod	STATE HIGHWAY 5 & LAUD HOWELL PKWY	\$ 150,000	100%	\$ 150,000
28		Signal	WILMETH RD & REDBUD BLVD	\$ 300,000	100%	\$ 300,000
29		Signal Mod	STATE HIGHWAY 5 & WILMETH RD	\$ 150,000	100%	\$ 150,000
30		Signal	AIRPORT DR & WILMETH RD	\$ 300,000	50%	\$ 150,000
31		Signal	UNNAMED C & WILMETH RD	\$ 300,000	50%	\$ 150,000
41		Signal Mod	US HIGHWAY 380 & AIRPORT DR	\$ 150,000	50%	\$ 75,000
				\$ 81,725,400		\$ 73,721,350

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Exhibit 2

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-1
Name:	BLOOMDALE RD (12)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.		
Limits:	US HIGHWAY 75 TO REDBUD BLVD			
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,520			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	7,840	cy	\$ 10.00	\$ 78,400
214	Lime Treated Subgrade (8") (PI<12)	7,560	sy	\$ 7.00	\$ 52,920
314	9" Concrete Pavement	7,000	sy	\$ 60.00	\$ 420,000
414	4" Topsoil	2,240	sy	\$ 2.50	\$ 5,600
514	6" Curb & Gutter	5,040	lf	\$ 5.00	\$ 25,200
Paving Construction Cost Subtotal:					\$ 582,120
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	17,464	
√ Pavement Markings/Markers		3%	\$	17,464	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	11,642	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 46,570
Paving and Allowance Subtotal:					\$ 628,690
Mobilization:					5% \$ 31,434
Site Preparation:					5% \$ 31,434
Construction Cost TOTAL:					\$ 692,000
Construction Contingency:					15% \$ 103,800
Construction Cost TOTAL W/ CONTINGENCY:					\$ 796,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 796,000
Engineering/Survey/Testing:		20%	\$ 159,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 955,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-2
Name:	BLOOMDALE RD (13)	This project consists of the construction of four additional through lanes of the ultimate six-lane divided principal arterial.		
Limits:	REDBUD BLVD TO AIRPORT DR			
Impact Fee Class:	P6D(2/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,695			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
115	Unclassified Street Excavation	24,554	cy	\$ 10.00	\$ 245,544
215	Lime Treated Subgrade (8") (PI<12)	15,721	sy	\$ 7.00	\$ 110,046
315	9" Concrete Pavement	14,823	sy	\$ 60.00	\$ 889,350
415	4" Topsoil	9,133	sy	\$ 2.50	\$ 22,833
515	6" Curb & Gutter	8,085	lf	\$ 5.00	\$ 40,425
Paving Construction Cost Subtotal:					\$ 1,308,198
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	39,246	
√ Pavement Markings/Markers		3%	\$	39,246	
√ Roadway Drainage	Standard Internal System	25%	\$	327,049	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	39,246	
√ Sewer	Incidental Adjustments	3%	\$	39,246	
√ Establish Turf / Erosion Control		2%	\$	26,164	
√ Illumination	Standard Illumination System	6%	\$	78,492	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 588,689
Paving and Allowance Subtotal:					\$ 1,896,887
Mobilization:					5% \$ 94,844
Site Preparation:					5% \$ 94,844
Construction Cost TOTAL:					\$ 2,087,000
Construction Contingency:					15% \$ 313,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,401,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,401,000
Engineering/Survey/Testing:		20%	\$ 480,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 480,200
Impact Fee Project Cost TOTAL:			\$ 3,361,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-3
Name:	WILMETH RD (10)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	US HIGHWAY 75 TO 2,570' E OF REDBUD BLVD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	4,105			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	12,771	cy	\$ 10.00	\$ 127,711
211	Lime Treated Subgrade (8") (PI<12)	12,315	sy	\$ 7.00	\$ 86,205
311	9" Concrete Pavement	11,403	sy	\$ 60.00	\$ 684,167
411	4" Topsoil	3,649	sy	\$ 2.50	\$ 9,122
511	6" Curb & Gutter	8,210	lf	\$ 5.00	\$ 41,050
Paving Construction Cost Subtotal:					\$ 948,255
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	28,448	
√ Pavement Markings/Markers		3%	\$	28,448	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	18,965	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 325,860
Paving and Allowance Subtotal:					\$ 1,274,115
Mobilization:					5% \$ 63,706
Site Preparation:					5% \$ 63,706
Construction Cost TOTAL:					\$ 1,402,000
Construction Contingency:					15% \$ 210,300
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,613,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,613,000
Engineering/Survey/Testing:		20%	\$ 322,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,935,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-4
Name:	WILMETH RD (11)			This project consists of the construction of four additional through lanes of the ultimate six-lane divided major arterial.
Limits:	2,570' E OF REDBUD BLVD TO STATE HIGHWAY 5			
Impact Fee Class:	M6D(2/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,145			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	17,160	cy	\$ 10.00	\$ 171,600
212	Lime Treated Subgrade (8") (PI<12)	12,513	sy	\$ 7.00	\$ 87,588
312	9" Concrete Pavement	11,798	sy	\$ 60.00	\$ 707,850
412	4" Topsoil	6,554	sy	\$ 2.50	\$ 16,385
512	6" Curb & Gutter	6,435	lf	\$ 5.00	\$ 32,175
Paving Construction Cost Subtotal:					\$ 1,015,598
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	30,468	
√ Pavement Markings/Markers		3%	\$	30,468	
√ Roadway Drainage	Standard Internal System	25%	\$	253,899	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	30,468	
√ Sewer	Incidental Adjustments	3%	\$	30,468	
√ Establish Turf / Erosion Control		2%	\$	20,312	
√ Illumination	Standard Illumination System	6%	\$	60,936	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 457,019
Paving and Allowance Subtotal:					\$ 1,472,617
Mobilization:					5% \$ 73,631
Site Preparation:					5% \$ 73,631
Construction Cost TOTAL:					\$ 1,620,000
Construction Contingency:					15% \$ 243,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,863,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,863,000
Engineering/Survey/Testing:		20%	\$ 372,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 372,600
Impact Fee Project Cost TOTAL:			\$ 2,608,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-5
Name:	WILMETH RD (12)			This project consists of the construction of a new six-lane divided major arterial.
Limits:	STATE HIGHWAY 5 TO 2,100' E OF SH 5			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,100			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	23,333	cy	\$ 10.00	\$ 233,333
209	Lime Treated Subgrade (8") (PI<12)	18,200	sy	\$ 7.00	\$ 127,400
309	9" Concrete Pavement	17,267	sy	\$ 60.00	\$ 1,036,000
409	4" Topsoil	8,167	sy	\$ 2.50	\$ 20,417
509	6" Curb & Gutter	8,400	lf	\$ 5.00	\$ 42,000
609	Allotment for Turn Lanes and Median Openings	1,282	sy	\$ 77.00	\$ 98,681
709	Moisture Conditioning	18,200	sy	\$ 8.00	\$ 145,600
Paving Construction Cost Subtotal:					\$ 1,703,431
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	17,034
√	Pavement Markings/Markers		3%	\$	51,103
√	Roadway Drainage	Standard Internal System	25%	\$	425,858
√	Special Drainage Structures	Stream Crossing		\$	250,000
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	34,069
√	Illumination	Standard Illumination System	6%	\$	102,206
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	880,269
Paving and Allowance Subtotal:					\$ 2,583,700
				Mobilization:	5% \$ 129,185
				Site Preparation:	5% \$ 129,185
Construction Cost TOTAL:					\$ 2,843,000
				Construction Contingency:	15% \$ 426,450
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,270,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,270,000
Engineering/Survey/Testing:		20%	\$ 654,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,144,500
Impact Fee Project Cost TOTAL:			\$ 5,068,500

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-6
Name:	WILMETH RD (13)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial.		
Limits:	2,100' E OF SH 5 TO 980' W OF AIRPORT DR			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,345			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	14,944	cy	\$ 10.00	\$ 149,444
209	Lime Treated Subgrade (8") (PI<12)	11,657	sy	\$ 7.00	\$ 81,597
309	9" Concrete Pavement	11,059	sy	\$ 60.00	\$ 663,533
409	4" Topsoil	5,231	sy	\$ 2.50	\$ 13,076
509	6" Curb & Gutter	5,380	lf	\$ 5.00	\$ 26,900
609	Allotment for Turn Lanes and Median Openings	821	sy	\$ 77.00	\$ 63,203
709	Moisture Conditioning	11,657	sy	\$ 8.00	\$ 93,253
Paving Construction Cost Subtotal:					\$ 1,091,007
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	32,730	
√ Pavement Markings/Markers		3%	\$	32,730	
√ Roadway Drainage	Standard Internal System	25%	\$	272,752	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	32,730	
√ Sewer	Incidental Adjustments	3%	\$	32,730	
√ Establish Turf / Erosion Control		2%	\$	21,820	
√ Illumination	Standard Illumination System	6%	\$	65,460	
Other:					
Allowance Subtotal:					\$ 490,953
Paving and Allowance Subtotal:					\$ 1,581,960
Mobilization:					5% \$ 79,098
Site Preparation:					5% \$ 79,098
Construction Cost TOTAL:					\$ 1,741,000
Construction Contingency:					15% \$ 261,150
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,003,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,003,000
Engineering/Survey/Testing:		20%	\$ 400,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 400,600
Impact Fee Project Cost TOTAL:			\$ 2,804,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	WILMETH RD (14) 980' W OF AIRPORT DR TO 235' E OF AIRPORT DR	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	E-7
Limits:			
Impact Fee Class:	M6D		
Thoroughfare Class:	Major Arterial		
Length (lf):	1,215		
Service Area(s):	E, Half		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
109	Unclassified Street Excavation	13,500	cy	\$ 135,000
209	Lime Treated Subgrade (8") (PI<12)	10,530	sy	\$ 73,710
309	9" Concrete Pavement	9,990	sy	\$ 599,400
409	4" Topsoil	4,725	sy	\$ 11,813
509	6" Curb & Gutter	4,860	lf	\$ 24,300
609	Allotment for Turn Lanes and Median Openings	741	sy	\$ 57,094
709	Moisture Conditioning	10,530	sy	\$ 84,240
Paving Construction Cost Subtotal:				\$ 985,556
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	29,567
√ Pavement Markings/Markers		3%	\$	29,567
√ Roadway Drainage	Standard Internal System	25%	\$	246,389
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	29,567
√ Sewer	Incidental Adjustments	3%	\$	29,567
√ Establish Turf / Erosion Control		2%	\$	19,711
√ Illumination	Standard Illumination System	6%	\$	59,133
Other:	Railroad Crossing		\$	500,000
			Allowance Subtotal:	\$ 943,500
Paving and Allowance Subtotal:				\$ 1,929,057
Mobilization:				5% \$ 96,453
Site Preparation:				5% \$ 96,453
Construction Cost TOTAL:				\$ 2,122,000
Construction Contingency:				15% \$ 318,300
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,441,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,441,000
Engineering/Survey/Testing:		20%	\$ 488,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 488,200
Impact Fee Project Cost TOTAL:			\$ 3,417,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-8
Name:	WILMETH RD (15) 1,150' W OF FM 2933 TO 400' E OF	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.		
Limits:	FM 2933			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,550			
Service Area(s):	E, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	17,222	cy	\$ 10.00	\$ 172,222
209	Lime Treated Subgrade (8") (PI<12)	13,433	sy	\$ 7.00	\$ 94,033
309	9" Concrete Pavement	12,744	sy	\$ 60.00	\$ 764,667
409	4" Topsoil	6,028	sy	\$ 2.50	\$ 15,069
509	6" Curb & Gutter	6,200	lf	\$ 5.00	\$ 31,000
609	Allotment for Turn Lanes and Median Openings	946	sy	\$ 77.00	\$ 72,836
709	Moisture Conditioning	13,433	sy	\$ 8.00	\$ 107,467
Paving Construction Cost Subtotal:					\$ 1,257,294
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	37,719	
√ Pavement Markings/Markers		3%	\$	37,719	
√ Roadway Drainage	Standard Internal System	25%	\$	314,323	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	37,719	
√ Sewer	Incidental Adjustments	3%	\$	37,719	
√ Establish Turf / Erosion Control		2%	\$	25,146	
√ Illumination	Standard Illumination System	6%	\$	75,438	
Other:					
			Allowance Subtotal:	\$ 565,782	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,823,076
Mobilization:					5% \$ 91,154
Site Preparation:					5% \$ 91,154
Construction Cost TOTAL:					\$ 2,006,000
Construction Contingency:					15% \$ 300,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,307,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,307,000
Engineering/Survey/Testing:		20%	\$ 461,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 461,400
Impact Fee Project Cost TOTAL:			\$ 3,229,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-9
Name:	REDBUD BLVD (1)			This completed project consists of the construction of a four-lane divided minor arterial. The City contributed approximately \$650,000 of eligible funds from '12-'19.
Limits:	BLOOMDALE RD TO 2,930' S OF BLOOMDALE RD			
Impact Fee Class:	M4D			
Thoroughfare Class:	Minor Arterial			
Length (lf):	2,930			
Service Area(s):	E			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 650,000
Impact Fee Project Cost TOTAL:			\$ 650,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-10
Name:	REDBUD BLVD (2)	This project consists of the construction of two additional lanes of the ultimate four-lane divided minor arterial.		
Limits:	2,930' S OF BLOOMDALE RD TO WILMETH RD			
Impact Fee Class:	M4D(1/2)			
Thoroughfare Class:	Minor Arterial			
Length (lf):	1,645			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
106	Unclassified Street Excavation	4,752	cy	\$ 10.00	\$ 47,522
206	Lime Treated Subgrade (8") (PI<12)	4,569	sy	\$ 7.00	\$ 31,986
306	8" Concrete Pavement	4,204	sy	\$ 55.00	\$ 231,214
406	4" Topsoil	1,736	sy	\$ 2.50	\$ 4,341
506	6" Curb & Gutter	3,290	lf	\$ 5.00	\$ 16,450
Paving Construction Cost Subtotal:					\$ 331,513
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	9,945	
√ Pavement Markings/Markers		3%	\$	9,945	
√ Roadway Drainage	Standard Internal System	25%	\$	82,878	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	9,945	
√ Sewer	Incidental Adjustments	3%	\$	9,945	
√ Establish Turf / Erosion Control		2%	\$	6,630	
√ Illumination	Standard Illumination System	6%	\$	19,891	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 149,181
Paving and Allowance Subtotal:					\$ 480,694
Mobilization:					5% \$ 24,035
Site Preparation:					5% \$ 24,035
Construction Cost TOTAL:					\$ 529,000
Construction Contingency:					15% \$ 79,350
Construction Cost TOTAL W/ CONTINGENCY:					\$ 609,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 609,000
Engineering/Survey/Testing:		20%	\$ 121,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 121,800
Impact Fee Project Cost TOTAL:			\$ 852,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	LAUD HOWELL PKWY (9) US HIGHWAY 75 TO 2,620' S OF US	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.	E-11
Limits:	HIGHWAY 75		
Impact Fee Class:	M6D		
Thoroughfare Class:	Major Arterial		
Length (lf):	2,620		
Service Area(s):	E, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	14,556	cy	\$ 15.00	\$ 218,333
209	Lime Treated Subgrade (8") (PI<12)	22,707	sy	\$ 7.00	\$ 158,947
309	4" TY D HMAC Underlayment	21,542	sy	\$ 5.00	\$ 107,711
409	9" Concrete Pavement	21,542	sy	\$ 60.00	\$ 1,292,533
509	4" Topsoil	10,189	sy	\$ 4.00	\$ 40,756
609	6" Curb & Gutter	10,480	lf	\$ 5.00	\$ 52,400
709	Allotment for Turn Lanes and Median Openings	1,599	sy	\$ 87.00	\$ 139,105
Paving Construction Cost Subtotal:					\$ 2,009,785
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	60,294	
√ Pavement Markings/Markers		3%	\$	60,294	
√ Roadway Drainage		25%	\$	502,446	
√ Special Drainage Structures	Bridge		\$	1,500,000	
√ Water	Incidental Adjustments	3%	\$	60,294	
√ Sewer	Incidental Adjustments	3%	\$	60,294	
√ Establish Turf / Erosion Control		2%	\$	40,196	
√ Illumination	Standard Illumination System	6%	\$	120,587	
Other:					
Allowance Subtotal:					\$ 2,404,403
Paving and Allowance Subtotal:					\$ 4,414,188
Mobilization:					5% \$ 220,709
Site Preparation:					5% \$ 220,709
Construction Cost TOTAL:					\$ 4,856,000
Construction Contingency:					15% \$ 728,400
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,585,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,585,000
Engineering/Survey/Testing:		20%	\$ 1,117,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 1,117,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 3,909,500

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-12
Name:	LAUD HOWELL PKWY (10)			This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial.
Limits:	2,620' S OF US HIGHWAY 75 TO BLOOMDALE RD			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,635			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	9,083	cy	\$ 15.00	\$ 136,250
209	Lime Treated Subgrade (8") (PI<12)	14,170	sy	\$ 7.00	\$ 99,190
309	4" TY D HMAC Underlayment	13,443	sy	\$ 5.00	\$ 67,217
409	9" Concrete Pavement	13,443	sy	\$ 60.00	\$ 806,600
509	4" Topsoil	6,358	sy	\$ 4.00	\$ 25,433
609	6" Curb & Gutter	6,540	lf	\$ 5.00	\$ 32,700
709	Allotment for Turn Lanes and Median Openings	998	sy	\$ 87.00	\$ 86,808
Paving Construction Cost Subtotal:					\$ 1,254,198
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	37,626	
√ Pavement Markings/Markers		3%	\$	37,626	
√ Roadway Drainage		25%	\$	313,549	
√ Special Drainage Structures	Stream Crossing		\$	300,000	
√ Water	Incidental Adjustments	3%	\$	37,626	
√ Sewer	Incidental Adjustments	3%	\$	37,626	
√ Establish Turf / Erosion Control		2%	\$	25,084	
√ Illumination	Standard Illumination System	6%	\$	75,252	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 864,389
Paving and Allowance Subtotal:					\$ 2,118,587
Mobilization:					5% \$ 105,929
Site Preparation:					5% \$ 105,929
Construction Cost TOTAL:					\$ 2,331,000
Construction Contingency:					15% \$ 349,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,681,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,681,000
Engineering/Survey/Testing:		20%	\$ 536,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 536,200
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 1,876,700

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-13
Name:	LAUD HOWELL PKWY (11)	<p>This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.</p>		
Limits:	BLOOMDALE RD TO STATE HIGHWAY 5			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	870			
Service Area(s):	E			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
113	Unclassified Street Excavation	4,833	cy	\$ 15.00	\$ 72,500	
213	Lime Treated Subgrade (8") (PI<12)	7,540	sy	\$ 7.00	\$ 52,780	
313	4" TY D HMAC Underlayment	7,153	sy	\$ 5.00	\$ 35,767	
413	9" Concrete Pavement	7,153	sy	\$ 60.00	\$ 429,200	
513	4" Topsoil	3,963	sy	\$ 4.00	\$ 15,853	
613	6" Curb & Gutter	3,480	lf	\$ 5.00	\$ 17,400	
713	Allotment for Turn Lanes and Median Openings	531	sy	\$ 87.00	\$ 46,191	
Paving Construction Cost Subtotal:					\$ 669,691	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	20,091		
√ Pavement Markings/Markers		3%	\$	20,091		
√ Roadway Drainage		25%	\$	167,423		
Special Drainage Structures	None Anticipated		\$	-		
√ Water	Incidental Adjustments	3%	\$	20,091		
√ Sewer	Incidental Adjustments	3%	\$	20,091		
√ Establish Turf / Erosion Control		2%	\$	13,394		
√ Illumination	Standard Illumination System	6%	\$	40,181		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 301,361
Paving and Allowance Subtotal:					\$ 971,052	
Mobilization:					5%	\$ 48,553
Site Preparation:					5%	\$ 48,553
Construction Cost TOTAL:					\$ 1,069,000	
Construction Contingency:					15%	\$ 160,350
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,230,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,230,000
Engineering/Survey/Testing:		20%	\$ 246,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 246,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 861,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-14
Name:	STATE HIGHWAY 5 (1) 4,700' N OF AIRPORT DR TO 3,995'	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided major arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.		
Limits:	N OF AIRPORT DR			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (If):	705			
Service Area(s):	E, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	3,917	cy	\$ 15.00	\$ 58,750
209	Lime Treated Subgrade (8") (PI<12)	6,110	sy	\$ 7.00	\$ 42,770
309	4" TY D HMAC Underlayment	5,797	sy	\$ 5.00	\$ 28,983
409	9" Concrete Pavement	5,797	sy	\$ 60.00	\$ 347,800
509	4" Topsoil	2,742	sy	\$ 4.00	\$ 10,967
609	6" Curb & Gutter	2,820	lf	\$ 5.00	\$ 14,100
709	Allotment for Turn Lanes and Median Openings	430	sy	\$ 87.00	\$ 37,431
Paving Construction Cost Subtotal:					\$ 540,801
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	16,224	
√ Pavement Markings/Markers		3%	\$	16,224	
√ Roadway Drainage		25%	\$	135,200	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	16,224	
√ Sewer	Incidental Adjustments	3%	\$	16,224	
√ Establish Turf / Erosion Control		2%	\$	10,816	
√ Illumination	Standard Illumination System	6%	\$	32,448	
Other:					
			Allowance Subtotal:	\$ 243,360	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 784,161	
Mobilization:				5% \$ 39,208	
Site Preparation:				5% \$ 39,208	
Construction Cost TOTAL:				\$ 863,000	
Construction Contingency:				15% \$ 129,450	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 993,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 993,000
Engineering/Survey/Testing:		20%	\$ 198,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 198,600
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 695,100

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-15
Name:	STATE HIGHWAY 5 (2)			This project consists of the reconstruction of the existing asphalt facility to a six-lane divided major arterial.
Limits:	1,915' N OF AIRPORT DR TO US HIGHWAY 380			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	11,960			
Service Area(s):	E			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
109	Unclassified Street Excavation	66,444	cy	\$ 15.00	\$ 996,667	
209	Lime Treated Subgrade (8") (PI<12)	103,653	sy	\$ 7.00	\$ 725,573	
309	4" TY D HMAC Underlayment	98,338	sy	\$ 5.00	\$ 491,689	
409	9" Concrete Pavement	98,338	sy	\$ 60.00	\$ 5,900,267	
509	4" Topsoil	46,511	sy	\$ 4.00	\$ 186,044	
609	6" Curb & Gutter	47,840	lf	\$ 5.00	\$ 239,200	
709	Allotment for Turn Lanes and Median Openings	7,299	sy	\$ 87.00	\$ 634,997	
Paving Construction Cost Subtotal:					\$ 9,174,437	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	275,233		
√ Pavement Markings/Markers		3%	\$	275,233		
√ Roadway Drainage		25%	\$	2,293,609		
√ Special Drainage Structures	Bridge		\$	2,500,000		
√ Water	Incidental Adjustments	3%	\$	275,233		
√ Sewer	Incidental Adjustments	3%	\$	275,233		
√ Establish Turf / Erosion Control		2%	\$	183,489		
√ Illumination	Standard Illumination System	6%	\$	550,466		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 6,628,497
Paving and Allowance Subtotal:					\$ 15,802,934	
Mobilization:					5%	\$ 790,147
Site Preparation:					5%	\$ 790,147
Construction Cost TOTAL:					\$ 17,384,000	
Construction Contingency:					15%	\$ 2,607,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 19,992,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 19,992,000
Engineering/Survey/Testing:		20%	\$ 3,998,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 3,998,400
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 13,994,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-16
Name:	AIRPORT DR (1)			This project consists of the construction of a new six-lane divided principal arterial.
Limits:	STATE HIGHWAY 5 TO 4,070 S OF STATE HIGHWAY 5			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	4,070			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	45,222	cy	\$ 10.00	\$ 452,222
213	Lime Treated Subgrade (8") (PI<12)	35,273	sy	\$ 7.00	\$ 246,913
313	9" Concrete Pavement	33,464	sy	\$ 60.00	\$ 2,007,867
413	4" Topsoil	18,541	sy	\$ 2.50	\$ 46,353
513	6" Curb & Gutter	16,280	lf	\$ 5.00	\$ 81,400
613	Allotment for Turn Lanes and Median Openings	2,484	sy	\$ 77.00	\$ 191,252
713	Moisture Conditioning	35,273	sy	\$ 8.00	\$ 282,187
Paving Construction Cost Subtotal:					\$ 3,308,194
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	33,082
√	Pavement Markings/Markers		3%	\$	99,246
√	Roadway Drainage	Standard Internal System	25%	\$	827,048
√	Special Drainage Structures	Stream Crossing		\$	250,000
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	66,164
√	Illumination	Standard Illumination System	6%	\$	198,492
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	1,474,032
Paving and Allowance Subtotal:					\$ 4,782,226
Mobilization:					5% \$ 239,111
Site Preparation:					5% \$ 239,111
Construction Cost TOTAL:					\$ 5,261,000
Construction Contingency:					15% \$ 789,150
Construction Cost TOTAL W/ CONTINGENCY:					\$ 6,051,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,051,000
Engineering/Survey/Testing:		20%	\$ 1,210,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 2,117,850
Impact Fee Project Cost TOTAL:			\$ 9,379,050

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-17
Name:	AIRPORT DR (2)	This project consists of the construction of a new six-lane divided principal arterial.		
Limits:	WILMETH RD TO WOODLAWN RD (N)			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,790			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	31,000	cy	\$ 10.00	\$ 310,000
213	Lime Treated Subgrade (8") (PI<12)	24,180	sy	\$ 7.00	\$ 169,260
313	9" Concrete Pavement	22,940	sy	\$ 60.00	\$ 1,376,400
413	4" Topsoil	12,710	sy	\$ 2.50	\$ 31,775
513	6" Curb & Gutter	11,160	lf	\$ 5.00	\$ 55,800
613	Allotment for Turn Lanes and Median Openings	1,703	sy	\$ 77.00	\$ 131,104
713	Moisture Conditioning	24,180	sy	\$ 8.00	\$ 193,440
Paving Construction Cost Subtotal:					\$ 2,267,779
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	22,678	
√ Pavement Markings/Markers		3%	\$	68,033	
√ Roadway Drainage	Standard Internal System	25%	\$	566,945	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	45,356	
√ Illumination	Standard Illumination System	6%	\$	136,067	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,089,078
Paving and Allowance Subtotal:					\$ 3,356,857
Mobilization:					5% \$ 167,843
Site Preparation:					5% \$ 167,843
Construction Cost TOTAL:					\$ 3,693,000
Construction Contingency:					15% \$ 553,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,247,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,247,000
Engineering/Survey/Testing:		20%	\$ 849,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,486,450
Impact Fee Project Cost TOTAL:			\$ 6,582,850

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-18
Name:	AIRPORT DR (3)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.		
Limits:	WOODLAWN RD (N) TO WOODLAWN RD (S)			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	1,535			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	17,056	cy	\$ 10.00	\$ 170,556
213	Lime Treated Subgrade (8") (PI<12)	13,303	sy	\$ 7.00	\$ 93,123
313	9" Concrete Pavement	12,621	sy	\$ 60.00	\$ 757,267
413	4" Topsoil	6,993	sy	\$ 2.50	\$ 17,482
513	6" Curb & Gutter	6,140	lf	\$ 5.00	\$ 30,700
613	Allotment for Turn Lanes and Median Openings	937	sy	\$ 77.00	\$ 72,131
713	Moisture Conditioning	13,303	sy	\$ 8.00	\$ 106,427
Paving Construction Cost Subtotal:					\$ 1,247,685
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	Construction Phase Traffic Control	3%	\$	37,431
√	Pavement Markings/Markers		3%	\$	37,431
√	Roadway Drainage	Standard Internal System	25%	\$	311,921
√	Special Drainage Structures	Stream Crossing		\$	250,000
√	Water	Incidental Adjustments	3%	\$	37,431
√	Sewer	Incidental Adjustments	3%	\$	37,431
√	Establish Turf / Erosion Control		2%	\$	24,954
√	Illumination	Standard Illumination System	6%	\$	74,861
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	811,458
Paving and Allowance Subtotal:					\$ 2,059,143
Mobilization:				5%	\$ 102,957
Site Preparation:				5%	\$ 102,957
Construction Cost TOTAL:					\$ 2,266,000
Construction Contingency:				15%	\$ 339,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,606,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,606,000
Engineering/Survey/Testing:		20%	\$ 521,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 521,200
Impact Fee Project Cost TOTAL:			\$ 3,648,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-19
Name:	AIRPORT DR (4)	This project consists of the construction of a new six-lane divided principal arterial.		
Limits:	WOODLAWN RD (S) TO US HIGHWAY 380			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	3,875			
Service Area(s):	E			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	43,056	cy	\$ 10.00	\$ 430,556
213	Lime Treated Subgrade (8") (PI<12)	33,583	sy	\$ 7.00	\$ 235,083
313	9" Concrete Pavement	31,861	sy	\$ 60.00	\$ 1,911,667
413	4" Topsoil	17,653	sy	\$ 2.50	\$ 44,132
513	6" Curb & Gutter	15,500	lf	\$ 5.00	\$ 77,500
613	Allotment for Turn Lanes and Median Openings	2,365	sy	\$ 77.00	\$ 182,089
713	Moisture Conditioning	33,583	sy	\$ 8.00	\$ 268,667
Paving Construction Cost Subtotal:					\$ 3,149,693
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	31,497	
√ Pavement Markings/Markers		3%	\$	94,491	
√ Roadway Drainage	Standard Internal System	25%	\$	787,423	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	62,994	
√ Illumination	Standard Illumination System	6%	\$	188,982	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,415,387
Paving and Allowance Subtotal:					\$ 4,565,080
Mobilization:					5% \$ 228,254
Site Preparation:					5% \$ 228,254
Construction Cost TOTAL:					\$ 5,022,000
Construction Contingency:					15% \$ 753,300
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,776,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,776,000
Engineering/Survey/Testing:		20%	\$ 1,155,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 2,021,600
Impact Fee Project Cost TOTAL:			\$ 8,952,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-20
Name:	UNNAMED C (1)	410' E OF STATE HIGHWAY 5 TO 3,010' E OF STATE HIGHWAY 5	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial. This section is currently under construction for the four-lane divided section by Willowood.	
Limits:				
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (If):	2,600			
Service Area(s):	E			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
114	Unclassified Street Excavation	8,089	cy	\$ 80,889
214	Lime Treated Subgrade (8") (PI<12)	7,800	sy	\$ 54,600
314	9" Concrete Pavement	7,222	sy	\$ 433,333
414	4" Topsoil	2,311	sy	\$ 5,778
514	6" Curb & Gutter	5,200	lf	\$ 26,000
Paving Construction Cost Subtotal:				\$ 600,600
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	18,018
√ Pavement Markings/Markers		3%	\$	18,018
Roadway Drainage	None Anticipated	0%	\$	-
Special Drainage Structures	None Anticipated		\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	12,012
Illumination	None Anticipated	0%	\$	-
Other:			\$	-
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	48,048
Paving and Allowance Subtotal:			\$	648,648
Mobilization:			5%	\$ 32,432
Site Preparation:			5%	\$ 32,432
Construction Cost TOTAL:			\$	714,000
Construction Contingency:			15%	\$ 107,100
Construction Cost TOTAL W/ CONTINGENCY:			\$	822,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 822,000
Engineering/Survey/Testing:		20%	\$ 164,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 986,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	E-21
Name:	UNNAMED C (2) WILMETH RD TO 2,615' S OF	<p>This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:	WILMETH RD			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,615			
Service Area(s):	E, Half			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	14,528	cy	\$ 217,917
213	Lime Treated Subgrade (8") (PI<12)	22,663	sy	\$ 158,643
313	4" TY D HMAC Underlayment	21,501	sy	\$ 107,506
413	9" Concrete Pavement	21,501	sy	\$ 1,290,067
513	4" Topsoil	11,913	sy	\$ 47,651
613	6" Curb & Gutter	10,460	lf	\$ 52,300
713	Allotment for Turn Lanes and Median Openings	1,596	sy	\$ 138,839
Paving Construction Cost Subtotal:				\$ 2,012,923
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	60,388
√ Pavement Markings/Markers		3%	\$	60,388
√ Roadway Drainage		25%	\$	503,231
√ Special Drainage Structures	Stream Crossing		\$	250,000
√ Water	Incidental Adjustments	3%	\$	60,388
√ Sewer	Incidental Adjustments	3%	\$	60,388
√ Establish Turf / Erosion Control		2%	\$	40,258
√ Illumination	Standard Illumination System	6%	\$	120,775
Other:				
			Allowance Subtotal:	\$ 1,155,815
Paving and Allowance Subtotal:				\$ 3,168,738
Mobilization:				5% \$ 158,437
Site Preparation:				5% \$ 158,437
Construction Cost TOTAL:				\$ 3,486,000
Construction Contingency:				15% \$ 522,900
Construction Cost TOTAL W/ CONTINGENCY:				\$ 4,009,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,009,000
Engineering/Survey/Testing:		20%	\$ 801,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 801,800
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,806,300

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City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area F

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
No Thoroughfare Roadways within City Limits Currently Present within Service Area F						
				\$ -		\$ -

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.

Appendix A

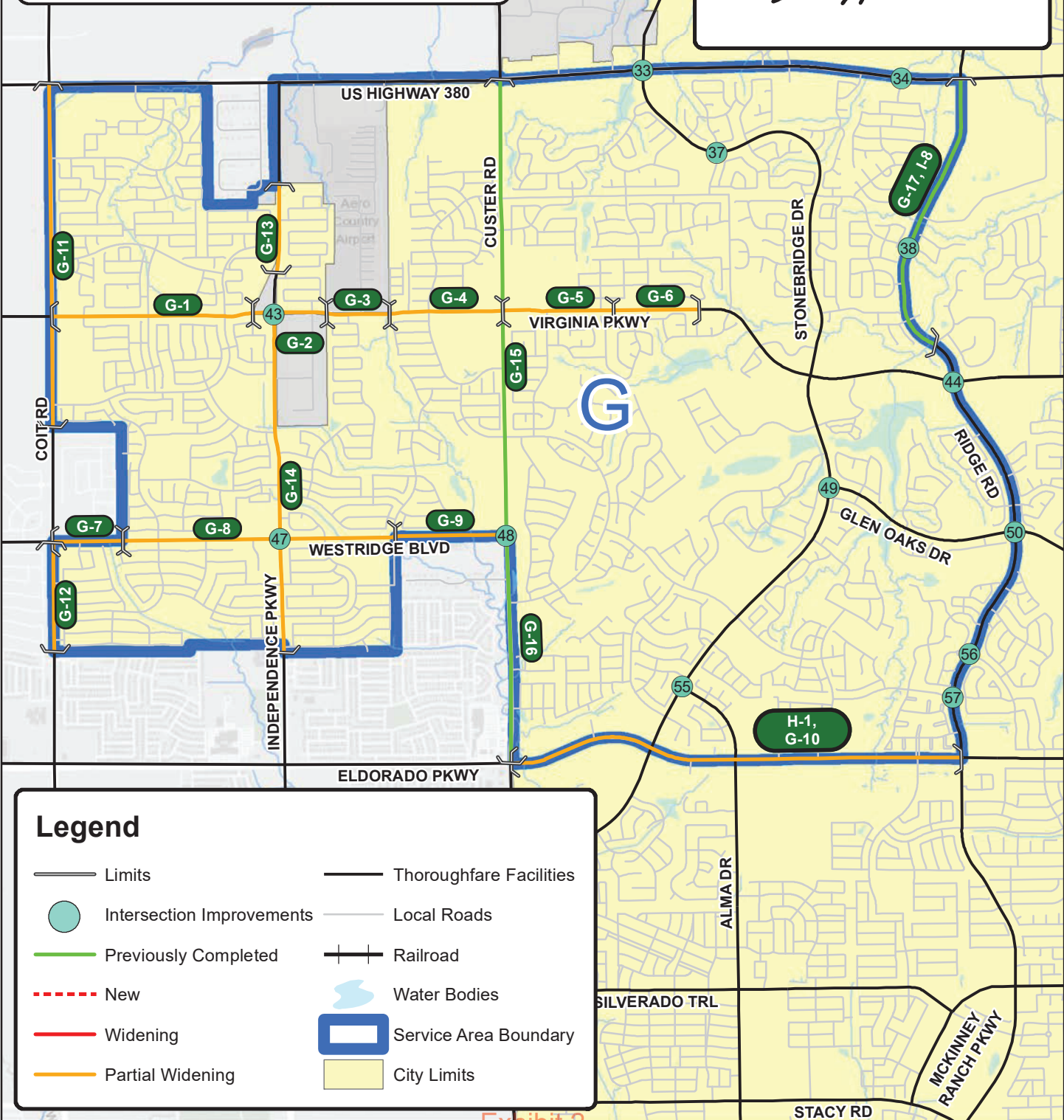
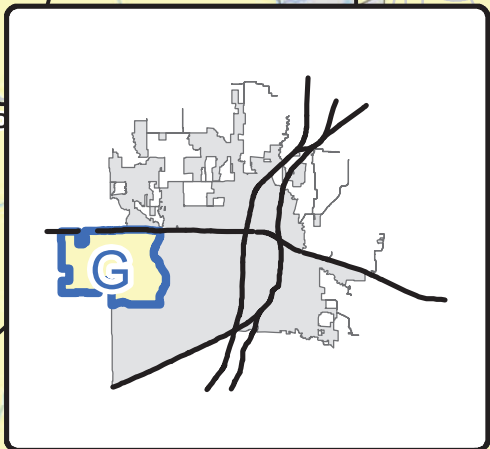


SA G
Impact Fee RIP



October 2020

Kimley»Horn



Legend

- Limits
- Thoroughfare Facilities
- Intersection Improvements
- Local Roads
- Previously Completed
- Railroad
- New
- Water Bodies
- Widening
- Service Area Boundary
- Partial Widening
- City Limits

Exhibit 2

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area G

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
G-1	M6D(1/3)	VIRGINIA PKWY (1)	COIT RD TO 500' W OF INDEPENDENCE PKWY	\$ 2,158,800	100%	\$ 2,158,800
G-2	M6D(1/3)	VIRGINIA PKWY (2)	500' W OF INDEPENDENCE PKWY TO 325' E OF FORKHORN DR	\$ 794,400	50%	\$ 397,200
G-3	M6D(1/3)	VIRGINIA PKWY (3)	325' E OF FORKHORN DR TO 935' W OF VIRGINIA HILLS DR	\$ 913,196	50%	\$ 456,598
G-4	M6D(1/3)	VIRGINIA PKWY (4)	935' W OF VIRGINIA HILLS DR TO CUSTER RD	\$ 1,661,863	100%	\$ 1,661,863
G-5	M6D(1/3)	VIRGINIA PKWY (5)	CUSTER RD TO 410' E OF DANBURY RD	\$ 1,182,000	100%	\$ 1,182,000
G-6	M6D(1/6)	VIRGINIA PKWY (6)	410' E OF DANBURY RD TO VIRGINIA PARKLANDS BLVD	\$ 392,400	100%	\$ 392,400
G-7	M6D(1/3)	WESTRIDGE BLVD (1)	COIT RD TO 1,635' E OF COIT RD	\$ 745,200	50%	\$ 372,600
G-8	M6D(1/3)	WESTRIDGE BLVD (2)	1,635' E OF COIT RD TO 2,720' E OF INDEPENDENCE PKWY	\$ 2,931,600	100%	\$ 2,931,600
G-9	M6D(1/3)	WESTRIDGE BLVD (3)	2,720' E OF INDEPENDENCE PKWY TO CUSTER RD	\$ 1,192,800	50%	\$ 596,400
H-1, G-10	G6D(1/3)	ELDORADO PKWY (1)	CUSTER RD TO RIDGE RD	\$ 5,202,000	50%	\$ 2,601,000
G-11	M6D(1/3)	COIT RD (1)	US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY	\$ 3,681,600	50%	\$ 1,840,800
G-12	M6D(1/3)	COIT RD (2)	WESTRIDGE BLVD TO 2,595' S OF WESTRIDGE BLVD	\$ 1,184,400	50%	\$ 592,200
G-13	M6D(1/3)	INDEPENDENCE PKWY (1)	2,380' S OF US HIGHWAY 380 TO 4,465' S OF US HIGHWAY 380	\$ 951,600	100%	\$ 951,600
G-14	M6D(1/3)	INDEPENDENCE PKWY (2)	VIRGINIA PKWY TO 2,690' S OF WESTRIDGE BLVD	\$ 3,666,000	100%	\$ 3,666,000
G-15	P6D	CUSTER RD (4)	US HIGHWAY 380 TO WESTRIDGE BLVD	\$ 3,260,945	100%	\$ 3,260,945
G-16	P6D	CUSTER RD (5)	WESTRIDGE BLVD TO ELDORADO PKWY	\$ 1,476,398	100%	\$ 1,476,398
G-17, I-8	G4D	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	\$ 550,813	50%	\$ 275,407
33	Intersection	Signal Mod	US HIGHWAY 380 & STONEBRIDGE DR	\$ 150,000	50%	\$ 75,000
34		Signal	US HIGHWAY 380 & FOREST RIDGE LN	\$ 300,000	50%	\$ 150,000
37		Signal	STONEBRIDGE DR & LACIMA DR	\$ 300,000	100%	\$ 300,000
38		Signal	RIDGE RD & HABERSHAM WAY	\$ 343,000	50%	\$ 171,500
43		Signal	INDEPENDENCE PKWY & VIRGINIA PKWY	\$ 80,000	50%	\$ 40,000
44		Under Construction	VIRGINIA PKWY & RIDGE RD	\$ 390,341	50%	\$ 195,171
47		Signal	INDEPENDENCE PKWY & WESTRIDGE BLVD	\$ 300,000	100%	\$ 300,000
48		Under Construction	CUSTER RD & WESTRIDGE BLVD	\$ 390,341	75%	\$ 292,756
49		Roundabout	STONEBRIDGE DR & GLEN OAKS DR	\$ 1,950,000	100%	\$ 1,950,000
50		Roundabout	RIDGE RD & GLEN OAKS DR	\$ 2,640,000	50%	\$ 1,320,000
55		Signal	STONEBRIDGE DR & ALMA DR	\$ 300,000	100%	\$ 300,000
56		Signal	RIDGE RD & RUSH CREEK RD	\$ 300,000	50%	\$ 150,000
57		Signal	RIDGE RD & BERKSHIRE RD	\$ 300,000	50%	\$ 150,000
				\$ 39,689,697		\$ 30,208,237

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Exhibit 2

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-1
Name:	VIRGINIA PKWY (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	COIT RD TO 500' W OF INDEPENDENCE PKWY			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	4,735			
Service Area(s):	G			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
111	Unclassified Street Excavation	14,731	cy	\$ 10.00	\$ 147,311	
211	Lime Treated Subgrade (8") (PI<12)	14,205	sy	\$ 7.00	\$ 99,435	
311	9" Concrete Pavement	13,153	sy	\$ 60.00	\$ 789,167	
411	4" Topsoil	4,209	sy	\$ 2.50	\$ 10,522	
511	6" Curb & Gutter	9,470	lf	\$ 5.00	\$ 47,350	
611	Allotment for Turn Lanes and Median Openings	2,890	sy	\$ 77.00	\$ 222,501	
Paving Construction Cost Subtotal:					\$ 1,316,286	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	39,489		
√ Pavement Markings/Markers		3%	\$	39,489		
Roadway Drainage	None Anticipated	0%	\$	-		
Special Drainage Structures	None Anticipated		\$	-		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	26,326		
Illumination	None Anticipated	0%	\$	-		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 105,303
Paving and Allowance Subtotal:					\$ 1,421,589	
Mobilization:					5%	\$ 71,079
Site Preparation:					5%	\$ 71,079
Construction Cost TOTAL:					\$ 1,564,000	
Construction Contingency:					15%	\$ 234,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,799,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,799,000
Engineering/Survey/Testing:		20%	\$ 359,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,158,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-2
Name:	VIRGINIA PKWY (2) 500' W OF INDEPENDENCE PKWY TO 325' E OF FORKHORN DR	<p>This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP for the 510' western section while the southern half of the roadway is not included for the remaining 1,230' eastern section.</p>		
Limits:	M6D(1/3)			
Impact Fee Class:	Major Arterial			
Thoroughfare Class:	1,740			
Length (lf):				
Service Area(s):	G, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	5,413	cy	\$ 10.00	\$ 54,133
211	Lime Treated Subgrade (8") (PI<12)	5,220	sy	\$ 7.00	\$ 36,540
311	9" Concrete Pavement	4,833	sy	\$ 60.00	\$ 290,000
411	4" Topsoil	1,547	sy	\$ 2.50	\$ 3,867
511	6" Curb & Gutter	3,480	lf	\$ 5.00	\$ 17,400
611	Allotment for Turn Lanes and Median Openings	1,062	sy	\$ 77.00	\$ 81,764
Paving Construction Cost Subtotal:					\$ 483,704
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	14,511	
√ Pavement Markings/Markers		3%	\$	14,511	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	9,674	
Illumination	None Anticipated	0%	\$	-	
Other:					
Allowance Subtotal:					\$ 38,696
Paving and Allowance Subtotal:					\$ 522,400
Mobilization:					5% \$ 26,120
Site Preparation:					5% \$ 26,120
Construction Cost TOTAL:					\$ 575,000
Construction Contingency:					15% \$ 86,250
Construction Cost TOTAL W/ CONTINGENCY:					\$ 662,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 662,000
Engineering/Survey/Testing:		20%	\$ 132,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 794,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	VIRGINIA PKWY (3) 325' E OF FORKHORN DR TO 935'	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.	G-3
Limits:	W OF VIRGINIA HILLS DR		
Impact Fee Class:	M6D(1/3)		
Thoroughfare Class:	Major Arterial		
Length (lf):	1,465		
Service Area(s):	G, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	4,558	cy	\$ 10.00	\$ 45,578
211	Lime Treated Subgrade (8") (PI<12)	4,395	sy	\$ 7.00	\$ 30,765
311	9" Concrete Pavement	4,069	sy	\$ 60.00	\$ 244,167
411	4" Topsoil	1,302	sy	\$ 2.50	\$ 3,256
511	6" Curb & Gutter	2,930	lf	\$ 5.00	\$ 14,650
611	Allotment for Turn Lanes and Median Openings	894	sy	\$ 77.00	\$ 68,841
Paving Construction Cost Subtotal:					\$ 407,256
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	12,218	
√ Pavement Markings/Markers		3%	\$	12,218	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	8,145	
Illumination	None Anticipated	0%	\$	-	
Other:					
		Allowance Subtotal:	\$	32,581	
		Paving and Allowance Subtotal:	\$	439,837	
		Mobilization:	5%	\$	21,992
		Site Preparation:	5%	\$	21,992
		Construction Cost TOTAL:	\$	484,000	
		Construction Contingency:	15%	\$	72,600
		Construction Cost TOTAL W/ CONTINGENCY:	\$	557,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 557,000
Engineering/Survey/Testing:		20%	\$ 111,400
2008 - 2012 City contribution			\$ 244,796
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
		Impact Fee Project Cost TOTAL:	\$ 913,196

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-4
Name:	VIRGINIA PKWY (4) 935' W OF VIRGINIA HILLS DR TO CUSTER RD			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. The City contributed approximately \$436,663 of eligible funds from '08-'12.
Limits:	M6D(1/3)			
Impact Fee Class:	Major Arterial			
Thoroughfare Class:	2,685			
Length (lf):	G			
Service Area(s):				

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	8,353	cy	\$ 10.00	\$ 83,533
211	Lime Treated Subgrade (8") (PI<12)	8,055	sy	\$ 7.00	\$ 56,385
311	9" Concrete Pavement	7,458	sy	\$ 60.00	\$ 447,500
411	4" Topsoil	2,387	sy	\$ 2.50	\$ 5,967
511	6" Curb & Gutter	5,370	lf	\$ 5.00	\$ 26,850
611	Allotment for Turn Lanes and Median Openings	1,639	sy	\$ 77.00	\$ 126,170
Paving Construction Cost Subtotal:					\$ 746,405
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	22,392	
√ Pavement Markings/Markers		3%	\$	22,392	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	14,928	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 59,712
Paving and Allowance Subtotal:					\$ 806,118
				Mobilization:	5% \$ 40,306
				Site Preparation:	5% \$ 40,306
Construction Cost TOTAL:					\$ 887,000
				Construction Contingency:	15% \$ 133,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,021,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,021,000
Engineering/Survey/Testing:		20%	\$ 204,200
2008 - 2012 City contribution			\$ 436,663
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,661,863

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-5
Name:	VIRGINIA PKWY (5)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	CUSTER RD TO 410' E OF DANBURY RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,590			
Service Area(s):	G			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	8,058	cy	\$ 10.00	\$ 80,578
211	Lime Treated Subgrade (8") (PI<12)	7,770	sy	\$ 7.00	\$ 54,390
311	9" Concrete Pavement	7,194	sy	\$ 60.00	\$ 431,667
411	4" Topsoil	2,302	sy	\$ 2.50	\$ 5,756
511	6" Curb & Gutter	5,180	lf	\$ 5.00	\$ 25,900
611	Allotment for Turn Lanes and Median Openings	1,581	sy	\$ 77.00	\$ 121,706
Paving Construction Cost Subtotal:					\$ 719,996
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	21,600	
√ Pavement Markings/Markers		3%	\$	21,600	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	14,400	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 57,600
Paving and Allowance Subtotal:					\$ 777,596
Mobilization:					5% \$ 38,880
Site Preparation:					5% \$ 38,880
Construction Cost TOTAL:					\$ 856,000
Construction Contingency:					15% \$ 128,400
Construction Cost TOTAL W/ CONTINGENCY:					\$ 985,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 985,000
Engineering/Survey/Testing:		20%	\$ 197,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,182,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-6
Name:	VIRGINIA PKWY (6)			This project consists of the construction of one additional through lane within the existing median of the ultimate six-lane divided major arterial.
Limits:	410' E OF DANBURY RD TO VIRGINIA PARKLANDS BLVD			
Impact Fee Class:	M6D(1/6)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,050			
Service Area(s):	G			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	3,189	cy	\$ 10.00	\$ 31,889
210	Lime Treated Subgrade (8") (PI<12)	3,075	sy	\$ 7.00	\$ 21,525
310	9" Concrete Pavement	2,847	sy	\$ 60.00	\$ 170,833
410	4" Topsoil	1,822	sy	\$ 2.50	\$ 4,556
510	6" Curb & Gutter	2,050	lf	\$ 5.00	\$ 10,250
610	Allotment for Turn Lanes and Median Openings	0	sy	\$ 77.00	\$ -
Paving Construction Cost Subtotal:					\$ 239,053
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	7,172	
√ Pavement Markings/Markers		3%	\$	7,172	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	4,781	
Illumination	None Anticipated	0%	\$	-	
Other:					
		Allowance Subtotal:	\$	19,124	
		Paving and Allowance Subtotal:	\$	258,177	
		Mobilization:	5%	\$	12,909
		Site Preparation:	5%	\$	12,909
		Construction Cost TOTAL:	\$	284,000	
		Construction Contingency:	15%	\$	42,600
		Construction Cost TOTAL W/ CONTINGENCY:	\$	327,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 327,000
Engineering/Survey/Testing:		20%	\$ 65,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
		Impact Fee Project Cost TOTAL:	\$ 392,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-7
Name:	WESTRIDGE BLVD (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. Based on the existing City Limits, the northern half of the roadway is not included in the Impact Fee RIP.		
Limits:	COIT RD TO 1,635' E OF COIT RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,635			
Service Area(s):	G, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	5,087	cy	\$ 10.00	\$ 50,867
211	Lime Treated Subgrade (8") (PI<12)	4,905	sy	\$ 7.00	\$ 34,335
311	9" Concrete Pavement	4,542	sy	\$ 60.00	\$ 272,500
411	4" Topsoil	1,453	sy	\$ 2.50	\$ 3,633
511	6" Curb & Gutter	3,270	lf	\$ 5.00	\$ 16,350
611	Allotment for Turn Lanes and Median Openings	998	sy	\$ 77.00	\$ 76,830
Paving Construction Cost Subtotal:					\$ 454,515
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	13,635	
√ Pavement Markings/Markers		3%	\$	13,635	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	9,090	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 36,361
Paving and Allowance Subtotal:					\$ 490,876
Mobilization:					5% \$ 24,544
Site Preparation:					5% \$ 24,544
Construction Cost TOTAL:					\$ 540,000
Construction Contingency:					15% \$ 81,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 621,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 621,000
Engineering/Survey/Testing:		20%	\$ 124,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 745,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-8
Name:	WESTRIDGE BLVD (2) 1,635' E OF COIT RD TO 2,720' E OF INDEPENDENCE PKWY			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.
Limits:				
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	6,430			
Service Area(s):	G			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	20,004	cy	\$ 10.00	\$ 200,044
211	Lime Treated Subgrade (8") (PI<12)	19,290	sy	\$ 7.00	\$ 135,030
311	9" Concrete Pavement	17,861	sy	\$ 60.00	\$ 1,071,667
411	4" Topsoil	5,716	sy	\$ 2.50	\$ 14,289
511	6" Curb & Gutter	12,860	lf	\$ 5.00	\$ 64,300
611	Allotment for Turn Lanes and Median Openings	3,924	sy	\$ 77.00	\$ 302,150
Paving Construction Cost Subtotal:					\$ 1,787,480
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	53,624	
√ Pavement Markings/Markers		3%	\$	53,624	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	35,750	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 142,998
Paving and Allowance Subtotal:					\$ 1,930,479
				Mobilization:	5% \$ 96,524
				Site Preparation:	5% \$ 96,524
Construction Cost TOTAL:					\$ 2,124,000
				Construction Contingency:	15% \$ 318,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,443,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,443,000
Engineering/Survey/Testing:		20%	\$ 488,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 2,931,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-9
Name:	WESTRIDGE BLVD (3) 2,720' E OF INDEPENDENCE	<p>This project consists of the construction of one additional through lane within the existing median of the ultimate six-lane divided major arterial. Based on the existing City Limits, the southern half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:	PKWY TO CUSTER RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,615			
Service Area(s):	G, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	8,136	cy	\$ 10.00	\$ 81,356
211	Lime Treated Subgrade (8") (PI<12)	7,845	sy	\$ 7.00	\$ 54,915
311	9" Concrete Pavement	7,264	sy	\$ 60.00	\$ 435,833
411	4" Topsoil	2,324	sy	\$ 2.50	\$ 5,811
511	6" Curb & Gutter	5,230	lf	\$ 5.00	\$ 26,150
611	Allotment for Turn Lanes and Median Openings	1,596	sy	\$ 77.00	\$ 122,881
Paving Construction Cost Subtotal:					\$ 726,946
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	21,808	
√ Pavement Markings/Markers		3%	\$	21,808	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	14,539	
Illumination	None Anticipated	0%	\$	-	
Other:					
		Allowance Subtotal:	\$	58,156	
		Paving and Allowance Subtotal:	\$	785,101	
		Mobilization:	5%	\$	39,255
		Site Preparation:	5%	\$	39,255
		Construction Cost TOTAL:	\$	864,000	
		Construction Contingency:	15%	\$	129,600
		Construction Cost TOTAL W/ CONTINGENCY:	\$	994,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 994,000
Engineering/Survey/Testing:		20%	\$ 198,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
		Impact Fee Project Cost TOTAL:	\$ 1,192,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	ELDORADO PKWY (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.	H-1, G-10
Limits:	CUSTER RD TO RIDGE RD		
Impact Fee Class:	G6D(1/3)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	10,830		
Service Area(s):	G and H		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
117	Unclassified Street Excavation	31,287	cy	\$ 10.00	\$ 312,867	
217	Lime Treated Subgrade (8") (PI<12)	30,083	sy	\$ 7.00	\$ 210,583	
317	9" Concrete Pavement	27,677	sy	\$ 60.00	\$ 1,660,600	
417	4" Topsoil	28,880	sy	\$ 2.50	\$ 72,200	
517	6" Curb & Gutter	21,660	lf	\$ 5.00	\$ 108,300	
617	Allotment for Turn Lanes and Median Openings	7,484	sy	\$ 77.00	\$ 576,296	
Paving Construction Cost Subtotal:					\$ 2,940,846	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	88,225		
√ Pavement Markings/Markers		3%	\$	88,225		
Roadway Drainage	None Anticipated	0%	\$	-		
√ Special Drainage Structures	Bridge Widening		\$	250,000		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	58,817		
Illumination	None Anticipated	0%	\$	-		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 485,268
Paving and Allowance Subtotal:					\$ 3,426,114	
Mobilization:					5%	\$ 171,306
Site Preparation:					5%	\$ 171,306
Construction Cost TOTAL:					\$ 3,769,000	
Construction Contingency:					15%	\$ 565,350
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,335,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,335,000
Engineering/Survey/Testing:		20%	\$ 867,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 5,202,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-11
Name:	COIT RD (1) US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY	<p>This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:				
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	8,075			
Service Area(s):	G, Half			

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
111	Unclassified Street Excavation	25,122	cy	\$ 251,222
211	Lime Treated Subgrade (8") (PI<12)	24,225	sy	\$ 169,575
311	9" Concrete Pavement	22,431	sy	\$ 1,345,833
411	4" Topsoil	7,178	sy	\$ 17,944
511	6" Curb & Gutter	16,150	lf	\$ 80,750
611	Allotment for Turn Lanes and Median Openings	4,928	sy	\$ 379,450
Paving Construction Cost Subtotal:				\$ 2,244,775
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	67,343
√ Pavement Markings/Markers		3%	\$	67,343
Roadway Drainage	None Anticipated	0%	\$	-
Special Drainage Structures	None Anticipated		\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	44,896
Illumination	None Anticipated	0%	\$	-
Other:			\$	-
		Allowance Subtotal:	\$	179,582
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,424,357
Mobilization:				5% \$ 121,218
Site Preparation:				5% \$ 121,218
Construction Cost TOTAL:				\$ 2,667,000
Construction Contingency:				15% \$ 400,050
Construction Cost TOTAL W/ CONTINGENCY:				\$ 3,068,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,068,000
Engineering/Survey/Testing:		20%	\$ 613,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 3,681,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-12
Name:	COIT RD (2) WESTRIDGE BLVD TO 2,595' S OF WESTRIDGE BLVD	<p>This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. Based on the existing City Limits, the western half of the roadway is not included in the Impact Fee RIP.</p>		
Limits:				
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,595			
Service Area(s):	G, Half			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	8,073	cy	\$ 10.00	\$ 80,733
211	Lime Treated Subgrade (8") (PI<12)	7,785	sy	\$ 7.00	\$ 54,495
311	9" Concrete Pavement	7,208	sy	\$ 60.00	\$ 432,500
411	4" Topsoil	2,307	sy	\$ 2.50	\$ 5,767
511	6" Curb & Gutter	5,190	lf	\$ 5.00	\$ 25,950
611	Allotment for Turn Lanes and Median Openings	1,584	sy	\$ 77.00	\$ 121,941
Paving Construction Cost Subtotal:					\$ 721,386
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	21,642	
√ Pavement Markings/Markers		3%	\$	21,642	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	14,428	
Illumination	None Anticipated	0%	\$	-	
Other:					
		Allowance Subtotal:	\$	57,711	
Paving and Allowance Subtotal:					\$ 779,097
				Mobilization:	5% \$ 38,955
				Site Preparation:	5% \$ 38,955
Construction Cost TOTAL:					\$ 858,000
				Construction Contingency:	15% \$ 128,700
Construction Cost TOTAL W/ CONTINGENCY:					\$ 987,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 987,000
Engineering/Survey/Testing:		20%	\$ 197,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,184,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-13
Name:	INDEPENDENCE PKWY (1) 2,380' S OF US HIGHWAY 380 TO 4,465' S OF US HIGHWAY 380	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:				
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,085			
Service Area(s):	G			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	6,487	cy	\$ 10.00	\$ 64,867
211	Lime Treated Subgrade (8") (PI<12)	6,255	sy	\$ 7.00	\$ 43,785
311	9" Concrete Pavement	5,792	sy	\$ 60.00	\$ 347,500
411	4" Topsoil	1,853	sy	\$ 2.50	\$ 4,633
511	6" Curb & Gutter	4,170	lf	\$ 5.00	\$ 20,850
611	Allotment for Turn Lanes and Median Openings	1,272	sy	\$ 77.00	\$ 97,976
Paving Construction Cost Subtotal:					\$ 579,611
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	Construction Phase Traffic Control	3%	\$	17,388
√	Pavement Markings/Markers		3%	\$	17,388
	Roadway Drainage	None Anticipated	0%	\$	-
	Special Drainage Structures	None Anticipated		\$	-
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	11,592
	Illumination	None Anticipated	0%	\$	-
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	46,369
Paving and Allowance Subtotal:				\$	625,980
Mobilization:				5%	\$ 31,299
Site Preparation:				5%	\$ 31,299
Construction Cost TOTAL:				\$	689,000
Construction Contingency:				15%	\$ 103,350
Construction Cost TOTAL W/ CONTINGENCY:				\$	793,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 793,000
Engineering/Survey/Testing:		20%	\$ 158,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 951,600

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-14
Name:	INDEPENDENCE PKWY (2)			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.
Limits:	VIRGINIA PKWY TO 2,690' S OF WESTRIDGE BLVD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	8,040			
Service Area(s):	G			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	25,013	cy	\$ 10.00	\$ 250,133
211	Lime Treated Subgrade (8") (PI<12)	24,120	sy	\$ 7.00	\$ 168,840
311	9" Concrete Pavement	22,333	sy	\$ 60.00	\$ 1,340,000
411	4" Topsoil	7,147	sy	\$ 2.50	\$ 17,867
511	6" Curb & Gutter	16,080	lf	\$ 5.00	\$ 80,400
611	Allotment for Turn Lanes and Median Openings	4,907	sy	\$ 77.00	\$ 377,806
Paving Construction Cost Subtotal:					\$ 2,235,046
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	67,051	
√ Pavement Markings/Markers		3%	\$	67,051	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	44,701	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	178,804	
Paving and Allowance Subtotal:					\$ 2,413,849
Mobilization:				5%	\$ 120,692
Site Preparation:				5%	\$ 120,692
Construction Cost TOTAL:					\$ 2,656,000
Construction Contingency:				15%	\$ 398,400
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,055,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,055,000
Engineering/Survey/Testing:		20%	\$ 611,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 3,666,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-15
Name:	CUSTER RD (4)	<p>This completed project consists of the construction of a six-lane divided principal arterial. The City contributed approximately \$2,653,673 of eligible funds from '08-'12. This project was also part of Custer Road project from Stonebridge to US 380 which had a total City contribution of approximately \$1,029,274 from '12-'19. This projected accounted for \$607,272 of eligible</p>		
Limits:	US HIGHWAY 380 TO WESTRIDGE BLVD			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	10,720			
Service Area(s):	G			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 2,653,673
2012 - 2019 City contribution			\$ 607,272
Impact Fee Project Cost TOTAL:			\$ 3,260,945

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	G-16
Name:	CUSTER RD (5)			<p>This completed project consists of the construction of a six-lane divided principal arterial. The City contributed approximately \$1,167,616 of eligible funds from '08-'12. This project was also part of Custer Road project from Stonebridge to US 380 which had a total City contribution of approximately \$1,029,274 from '12-'19. This projected accounted for \$308,782 of eligible</p>
Limits:	WESTRIDGE BLVD TO ELDORADO PKWY			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	5,380			
Service Area(s):	G			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 1,167,616
2012 - 2019 City contribution			\$ 308,782
Impact Fee Project Cost TOTAL:			\$ 1,476,398

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. G-17, I-8
Name:	RIDGE RD (8)	This completed project consists of the construction of a four-lane divided greenway arterial. The City contributed approximately \$550,813 of eligible funds from '08-'12.	
Limits:	US HIGHWAY 380 TO CREEKSIDE DR		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	6,875		
Service Area(s):	G and I		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 550,813
2012 - 2019 City contribution			\$ -
Impact Fee Project Cost TOTAL:			\$ 550,813

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Appendix A



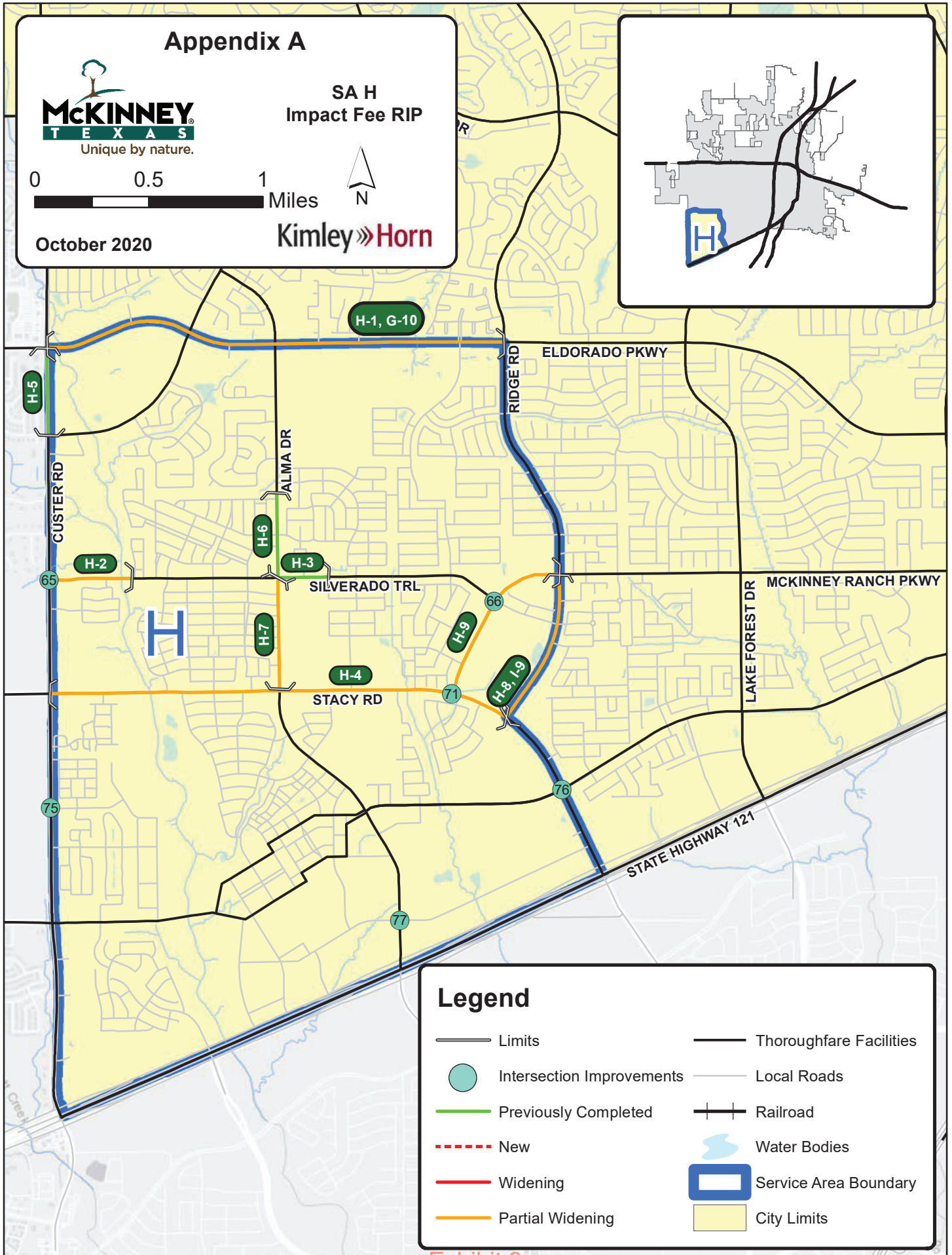
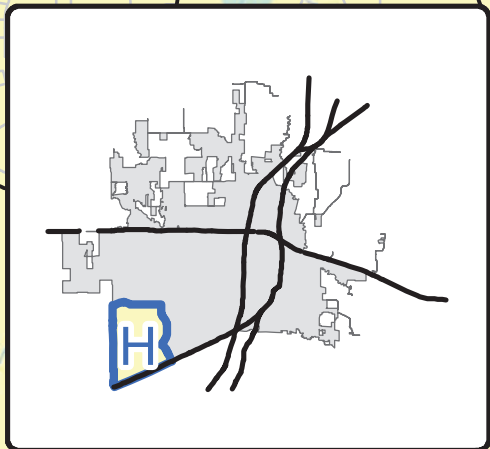
SA H
Impact Fee RIP

0 0.5 1 Miles



October 2020

Kimley»Horn



Legend

Limits	Thoroughfare Facilities
Intersection Improvements	Local Roads
Previously Completed	Railroad
New	Water Bodies
Widening	Service Area Boundary
Partial Widening	City Limits

Exhibit 2

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees

Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area H

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
H-1, G-10	G6D(1/3)	ELDORADO PKWY (1)	CUSTER RD TO RIDGE RD	\$ 5,202,000	50%	\$ 2,601,000
H-2	M4D(1/2)	SILVERADO TRL (1)	CUSTER RD TO BURNETT DR	\$ 2,746,293	100%	\$ 2,746,293
H-3	M4D	SILVERADO TRL (2)	ALMA DR TO ALFALFA DR	\$ 141,088	100%	\$ 141,088
H-4	P6D(1/3)	STACY RD (1)	CUSTER RD TO RIDGE RD	\$ 4,479,991	100%	\$ 4,479,991
H-5	P6D	CUSTER RD (6)	ELDORADO PKWY TO STONEBRIDGE DR	\$ 622,725	100%	\$ 622,725
H-6	G4D	ALMA DR (1)	805' S OF BEAVER CREEK DR TO SILVERADO TRL	\$ 239,850	100%	\$ 239,850
H-7	M6D(1/3)	ALMA DR (2)	SILVERADO TRL TO STACY RD	\$ 1,522,102	100%	\$ 1,522,102
H-8, I-9	M6D(1/3)	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	\$ 1,662,000	50%	\$ 831,000
H-9	M6D(1/3)	MCKINNEY RANCH PKWY (1)	RIDGE RD TO STACY RD	\$ 1,857,600	100%	\$ 1,857,600
65	Intersection	Signal	CUSTER RD & SILVERADO TRL	\$ 300,000	50%	\$ 150,000
66		Signal	MCKINNEY RANCH PKWY & SILVERADO TRL	\$ 300,000	100%	\$ 300,000
71		Signal	STACY RD & MCKINNEY RANCH PKWY	\$ 300,000	100%	\$ 300,000
75		Signal	CUSTER RD & PARADISE DR	\$ 300,000	50%	\$ 150,000
76		Signal	STACY RD & COLLIN MCKINNEY PKWY	\$ 300,000	50%	\$ 150,000
77		Signal	ALMA DR & HENNEMAN WAY	\$ 300,000	100%	\$ 300,000
				\$ 20,273,649		\$ 16,391,649

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	ELDORADO PKWY (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.	H-1, G-10
Limits:	CUSTER RD TO RIDGE RD		
Impact Fee Class:	G6D(1/3)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	10,830		
Service Area(s):	G and H		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	31,287	cy	\$ 10.00	\$ 312,867
217	Lime Treated Subgrade (8") (PI<12)	30,083	sy	\$ 7.00	\$ 210,583
317	9" Concrete Pavement	27,677	sy	\$ 60.00	\$ 1,660,600
417	4" Topsoil	28,880	sy	\$ 2.50	\$ 72,200
517	6" Curb & Gutter	21,660	lf	\$ 5.00	\$ 108,300
617	Allotment for Turn Lanes and Median Openings	7,484	sy	\$ 77.00	\$ 576,296
Paving Construction Cost Subtotal:					\$ 2,940,846
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	88,225	
√ Pavement Markings/Markers		3%	\$	88,225	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Bridge Widening		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	58,817	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 485,268
Paving and Allowance Subtotal:					\$ 3,426,114
Mobilization:					5% \$ 171,306
Site Preparation:					5% \$ 171,306
Construction Cost TOTAL:					\$ 3,769,000
Construction Contingency:					15% \$ 565,350
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,335,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,335,000
Engineering/Survey/Testing:		20%	\$ 867,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 5,202,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-2
Name:	SILVERADO TRL (1)	This project consists of the construction of two additional lanes of the ultimate four-lane divided minor arterial. The City contributed approximately \$224,893 of eligible funds from '12-'19.		
Limits:	CUSTER RD TO BURNETT DR			
Impact Fee Class:	M4D(1/2)			
Thoroughfare Class:	Minor Arterial			
Length (lf):	1,930			
Service Area(s):	H			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
106	Unclassified Street Excavation	5,576	cy	\$ 10.00	\$ 55,756
206	Lime Treated Subgrade (8") (PI<12)	5,361	sy	\$ 7.00	\$ 37,528
306	8" Concrete Pavement	4,932	sy	\$ 55.00	\$ 271,272
406	4" Topsoil	2,037	sy	\$ 2.50	\$ 5,093
506	6" Curb & Gutter	3,860	lf	\$ 5.00	\$ 19,300
606	Allotment for Turn Lanes and Median Openings	567	sy	\$ 72.00	\$ 40,793
Paving Construction Cost Subtotal:					\$ 429,742
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	12,892	
√ Pavement Markings/Markers		3%	\$	12,892	
√ Roadway Drainage	Standard Internal System	25%	\$	107,435	
√ Special Drainage Structures	Bridge		\$	800,000	
√ Water	Incidental Adjustments	3%	\$	12,892	
√ Sewer	Incidental Adjustments	3%	\$	12,892	
√ Establish Turf / Erosion Control		2%	\$	8,595	
√ Illumination	Standard Illumination System	6%	\$	25,785	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 993,384
Paving and Allowance Subtotal:					\$ 1,423,126
Mobilization:					5% \$ 71,156
Site Preparation:					5% \$ 71,156
Construction Cost TOTAL:					\$ 1,566,000
Construction Contingency:					15% \$ 234,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,801,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,801,000
Engineering/Survey/Testing:		20%	\$ 360,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 224,893
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 360,200
Impact Fee Project Cost TOTAL:			\$ 2,746,293

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-3
Name:	SILVERADO TRL (2)	This completed project consists of the construction of a four-lane divided minor arterial. This project was part of the Alma Rd and Silverado Trail project which had a total City contribution of approximately \$705,400 from '08-'12. This project accounted for \$141,088 of eligible funds.		
Limits:	ALMA DR TO ALFALFA DR			
Impact Fee Class:	M4D			
Thoroughfare Class:	Minor Arterial			
Length (lf):	1,170			
Service Area(s):	H			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 141,088
2012 - 2019 City contribution			\$ -
Impact Fee Project Cost TOTAL:			\$ 141,088

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-4
Name:	STACY RD (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial. This project is currently under design and the City provided a cost estimate of \$4,479,991.		
Limits:	CUSTER RD TO RIDGE RD			
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	10,715			
Service Area(s):	H			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 4,479,991
Impact Fee Project Cost TOTAL:			\$ 4,479,991

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:	Description:	Project No.	H-5
Name:	CUSTER RD (6)	This completed project consists of the construction of a six-lane divided principal arterial. The City contributed approximately \$509,505 of eligible funds from '08-'12. This project was also part of Custer Road project from Stonebridge to US 380 which had a total City contribution of approximately \$1,029,274 from '12-'19. This projected accounted for \$113,220 of eligible	
Limits:	ELDORADO PKWY TO STONEBRIDGE DR		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	2,040		
Service Area(s):	H		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 509,505
2012 - 2019 City contribution			\$ 113,220
Impact Fee Project Cost TOTAL:			\$ 622,725

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-6
Name:	ALMA DR (1)			This completed project consists of the construction of a four-lane divided greenway arterial. This project was part of the Alma Rd and Silverado Trail project which had a total City contribution of approximately \$705,400 from '08-'12. This project accounted for \$239,850 of eligible funds.
Limits:	805' S OF BEAVER CREEK DR TO SILVERADO TRL			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,960			
Service Area(s):	H			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 239,850
2012 - 2019 City contribution			\$ -
Impact Fee Project Cost TOTAL:			\$ 239,850

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-7
Name:	ALMA DR (2)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial. This project was part of the Alma Rd and Silverado Trail project which had a total City contribution of approximately \$705,400 from '08-'12. This project accounted for \$324,502 of eligible funds.		
Limits:	SILVERADO TRL TO STACY RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	2,625			
Service Area(s):	H			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	8,167	cy	\$ 10.00	\$ 81,667
211	Lime Treated Subgrade (8") (PI<12)	7,875	sy	\$ 7.00	\$ 55,125
311	9" Concrete Pavement	7,292	sy	\$ 60.00	\$ 437,500
411	4" Topsoil	2,333	sy	\$ 2.50	\$ 5,833
511	6" Curb & Gutter	5,250	lf	\$ 5.00	\$ 26,250
611	Allotment for Turn Lanes and Median Openings	1,602	sy	\$ 77.00	\$ 123,351
Paving Construction Cost Subtotal:					\$ 729,726
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	21,892	
√ Pavement Markings/Markers		3%	\$	21,892	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	14,595	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	58,378	
Paving and Allowance Subtotal:			\$	788,104	
Mobilization:			5%	\$	39,405
Site Preparation:			5%	\$	39,405
Construction Cost TOTAL:			\$	867,000	
Construction Contingency:			15%	\$	130,050
Construction Cost TOTAL W/ CONTINGENCY:			\$	998,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 998,000
Engineering/Survey/Testing:		20%	\$ 199,600
2008 - 2012 City contribution			\$ 324,502
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,522,102

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-8, I-9
Name:	RIDGE RD (9)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	MCKINNEY RANCH PKWY TO STACY RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	3,645			
Service Area(s):	H and I			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	11,340	cy	\$ 10.00	\$ 113,400
211	Lime Treated Subgrade (8") (PI<12)	10,935	sy	\$ 7.00	\$ 76,545
311	9" Concrete Pavement	10,125	sy	\$ 60.00	\$ 607,500
411	4" Topsoil	3,240	sy	\$ 2.50	\$ 8,100
511	6" Curb & Gutter	7,290	lf	\$ 5.00	\$ 36,450
611	Allotment for Turn Lanes and Median Openings	2,224	sy	\$ 77.00	\$ 171,281
Paving Construction Cost Subtotal:					\$ 1,013,276
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	30,398	
√ Pavement Markings/Markers		3%	\$	30,398	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	20,266	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	81,062	
Paving and Allowance Subtotal:					\$ 1,094,338
Mobilization:				5%	\$ 54,717
Site Preparation:				5%	\$ 54,717
Construction Cost TOTAL:					\$ 1,204,000
Construction Contingency:				15%	\$ 180,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,385,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,385,000
Engineering/Survey/Testing:		20%	\$ 277,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,662,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

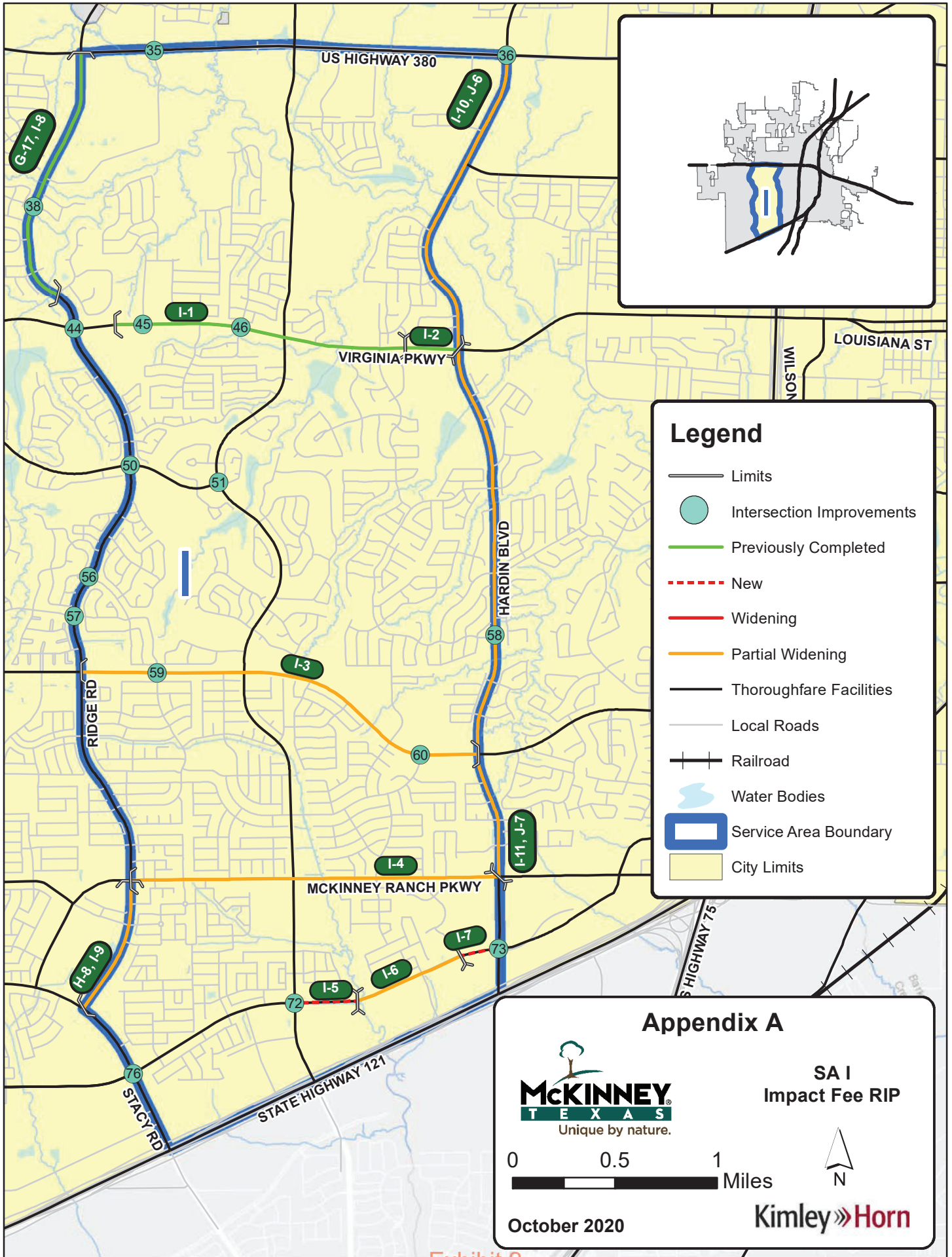
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-9
Name:	MCKINNEY RANCH PKWY (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	RIDGE RD TO STACY RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	4,075			
Service Area(s):	H			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	12,678	cy	\$ 10.00	\$ 126,778
211	Lime Treated Subgrade (8") (PI<12)	12,225	sy	\$ 7.00	\$ 85,575
311	9" Concrete Pavement	11,319	sy	\$ 60.00	\$ 679,167
411	4" Topsoil	3,622	sy	\$ 2.50	\$ 9,056
511	6" Curb & Gutter	8,150	lf	\$ 5.00	\$ 40,750
611	Allotment for Turn Lanes and Median Openings	2,487	sy	\$ 77.00	\$ 191,487
Paving Construction Cost Subtotal:					\$ 1,132,812
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	33,984	
√ Pavement Markings/Markers		3%	\$	33,984	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	22,656	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 90,625
Paving and Allowance Subtotal:					\$ 1,223,437
Mobilization:					5% \$ 61,172
Site Preparation:					5% \$ 61,172
Construction Cost TOTAL:					\$ 1,346,000
Construction Contingency:					15% \$ 201,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,548,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,548,000
Engineering/Survey/Testing:		20%	\$ 309,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,857,600

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



Legend

- Limits
- Intersection Improvements
- Previously Completed
- - - New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- ⊕ Railroad
- Water Bodies
- ▭ Service Area Boundary
- City Limits

Appendix A



SA I
Impact Fee RIP

0 0.5 1 Miles



October 2020

Kimley»Horn

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area I

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
I-1	M6D	VIRGINIA PKWY (7)	1035' E OF RIDGE RD TO 1355' W OF HARDIN BLVD	\$ 2,567,378	100%	\$ 2,567,378
I-2	M6D	VIRGINIA PKWY (8)	1355' W OF HARDIN BLVD TO HARDIN BLVD	\$ 531,979	100%	\$ 531,979
I-3	G6D(1/3)	ELDORADO PKWY (2)	RIDGE RD TO HARDIN BLVD	\$ 4,857,600	100%	\$ 4,857,600
I-4	M6D(1/3)	MCKINNEY RANCH PKWY (2)	RIDGE RD TO HARDIN BLVD	\$ 4,338,000	100%	\$ 4,338,000
I-5	G4D	COLLIN MCKINNEY PKWY (2)	LAKE FOREST DR TO COTTONWOOD CREEK	\$ 1,777,105	100%	\$ 1,777,105
I-6	G4D(1/2)	COLLIN MCKINNEY PKWY (3)	COTTONWOOD CREEK TO 1110' E OF TINA DR	\$ 3,221,002	100%	\$ 3,221,002
I-7	G4D	COLLIN MCKINNEY PKWY (4)	1110' E OF TINA TO HARDIN BLVD	\$ 1,101,893	100%	\$ 1,101,893
G-17, I-8	G4D	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	\$ 550,813	50%	\$ 275,407
H-8, I-9	M6D(1/3)	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	\$ 1,662,000	50%	\$ 831,000
I-10, J-6	G6D(1/3)	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	\$ 13,584,097	50%	\$ 6,792,049
I-11, J-7	G6D(1/3)	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	\$ 6,208,800	50%	\$ 3,104,400
35	Intersection	Signal	US HIGHWAY 380 & AUBURN HILLS PKWY	\$ 300,000	50%	\$ 150,000
36		Under Construction	US HIGHWAY 380 & HARDIN BLVD	\$ 780,682	25%	\$ 195,171
38		Signal	RIDGE RD & HABERSHAM WAY	\$ 343,000	50%	\$ 171,500
44		Under Construction	VIRGINIA PKWY & RIDGE RD	\$ 390,341	50%	\$ 195,171
45		Signal	VIRGINIA PKWY & JOPLIN DR	\$ 300,000	100%	\$ 300,000
46		Signal	VIRGINIA PKWY & VILLAGE DR	\$ 300,000	100%	\$ 300,000
50		Roundabout	RIDGE RD & GLEN OAKS DR	\$ 2,640,000	50%	\$ 1,320,000
51		Roundabout	LAKE FOREST DR & GLEN OAKS DR	\$ 1,900,000	100%	\$ 1,900,000
56		Signal	RIDGE RD & RUSH CREEK RD	\$ 300,000	50%	\$ 150,000
57		Signal	RIDGE RD & BERKSHIRE RD	\$ 300,000	50%	\$ 150,000
58		Signal	HARDIN BLVD & MAVERICK TRL	\$ 300,000	50%	\$ 150,000
59		Signal	ELDORADO PKWY & WOODSON DR	\$ 300,000	100%	\$ 300,000
60		Signal	ELDORADO PKWY & HIGHLANDS DR	\$ 300,000	100%	\$ 300,000
72		Signal	LAKE FOREST DR & COLLIN MCKINNEY PKWY	\$ 300,000	100%	\$ 300,000
73		Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY	\$ 300,000	50%	\$ 150,000
76		Signal	STACY RD & COLLIN MCKINNEY PKWY	\$ 300,000	50%	\$ 150,000
				\$ 49,754,690		\$ 35,579,653

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	I-1
Name:	VIRGINIA PKWY (7)			This completed project consists of the construction of a six-lane divided major arterial. The City contributed approximately \$2,567,378 of available funds from '12-'19
Limits:	1035' E OF RIDGE RD TO 1355' W OF HARDIN BLVD			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	7,565			
Service Area(s):	I			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 2,567,378
Impact Fee Project Cost TOTAL:			\$ 2,567,378

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	I-2
Name:	VIRGINIA PKWY (8)	This completed project consists of the construction of a six-lane divided major arterial. This project was part of the Virginia Pkwy project from Bellegrove to US 75 which had a total City contribution of approximately \$3,799,852 from '12-'19. This projected accounted for \$531,979 of eligible funds and is currently under construction.		
Limits:	1355' W OF HARDIN BLVD TO HARDIN BLVD			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,380			
Service Area(s):	I			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 531,979
Impact Fee Project Cost TOTAL:			\$ 531,979

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	I-3
Name:	ELDORADO PKWY (2)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.		
Limits:	RIDGE RD TO HARDIN BLVD			
Impact Fee Class:	G6D(1/3)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	10,910			
Service Area(s):	I			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	31,518	cy	\$ 10.00	\$ 315,178
217	Lime Treated Subgrade (8") (PI<12)	30,306	sy	\$ 7.00	\$ 212,139
317	9" Concrete Pavement	27,881	sy	\$ 60.00	\$ 1,672,867
417	4" Topsoil	29,093	sy	\$ 2.50	\$ 72,733
517	6" Curb & Gutter	21,820	lf	\$ 5.00	\$ 109,100
617	Allotment for Turn Lanes and Median Openings	7,540	sy	\$ 77.00	\$ 580,553
Paving Construction Cost Subtotal:					\$ 2,962,570
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	88,877	
√ Pavement Markings/Markers		3%	\$	88,877	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	59,251	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 237,006
Paving and Allowance Subtotal:					\$ 3,199,576
Mobilization:					5% \$ 159,979
Site Preparation:					5% \$ 159,979
Construction Cost TOTAL:					\$ 3,520,000
Construction Contingency:					15% \$ 528,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,048,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,048,000
Engineering/Survey/Testing:		20%	\$ 809,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 4,857,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	I-4
Name:	MCKINNEY RANCH PKWY (2)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	RIDGE RD TO HARDIN BLVD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	9,515			
Service Area(s):	I			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	29,602	cy	\$ 10.00	\$ 296,022
211	Lime Treated Subgrade (8") (PI<12)	28,545	sy	\$ 7.00	\$ 199,815
311	9" Concrete Pavement	26,431	sy	\$ 60.00	\$ 1,585,833
411	4" Topsoil	8,458	sy	\$ 2.50	\$ 21,144
511	6" Curb & Gutter	19,030	lf	\$ 5.00	\$ 95,150
611	Allotment for Turn Lanes and Median Openings	5,807	sy	\$ 77.00	\$ 447,117
Paving Construction Cost Subtotal:					\$ 2,645,082
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	79,352	
√ Pavement Markings/Markers		3%	\$	79,352	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	52,902	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 211,607
Paving and Allowance Subtotal:					\$ 2,856,688
Mobilization:					5% \$ 142,834
Site Preparation:					5% \$ 142,834
Construction Cost TOTAL:					\$ 3,143,000
Construction Contingency:					15% \$ 471,450
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,615,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,615,000
Engineering/Survey/Testing:		20%	\$ 723,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 4,338,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	I-5
Name:	COLLIN MCKINNEY PKWY (2)	<p>This project consists of the construction of a four-lane divided greenway arterial. This project is part of the Collin McKinney Pkwy project from Lake Forest to Hardin which the City provided an anticipated construction cost of approximately \$6,100,000 from '12-'19. This projected accounted for \$1,777,105 of eligible funds.</p>		
Limits:	LAKE FOREST DR TO COTTONWOOD CREEK			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,615			
Service Area(s):	I			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,777,105
Impact Fee Project Cost TOTAL:			\$ 1,777,105

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:	Description:	Project No.	I-6
Name: COLLIN MCKINNEY PKWY (3) Limits: COTTONWOOD CREEK TO 1110' E OF TINA DR Impact Fee Class: G4D(1/2) Thoroughfare Class: Greenway Arterial Length (lf): 2,930			This project consists of the construction of two additional lanes of the ultimate four-lane divided greenway arterial. This project is part of the Collin McKinney Pkwy project from Lake Forest to Hardin which the City provided an anticipated construction cost of approximately \$6,100,000 from '12-'19. This projected accounted for \$3,221,002 of eligible funds.
Service Area(s): I			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 3,221,002
Impact Fee Project Cost TOTAL:			\$ 3,221,002

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	I-7
Name:	COLLIN MCKINNEY PKWY (4)	This project consists of the construction of a four-lane divided greenway arterial. This project is part of the Collin McKinney Pkwy project from Lake Forest to Hardin which the City provided an anticipated construction cost of approximately \$6,100,000 from '12-'19. This projected accounted for \$1,101,893 of eligible funds.		
Limits:	1110' E OF TINA TO HARDIN BLVD			
Impact Fee Class:	G4D			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	1,000			
Service Area(s):	I			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,101,893
Impact Fee Project Cost TOTAL:			\$ 1,101,893

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. G-17, I-8
Name:	RIDGE RD (8)	This completed project consists of the construction of a four-lane divided greenway arterial. The City contributed approximately \$550,813 of eligible funds from '08-'12.	
Limits:	US HIGHWAY 380 TO CREEKSIDE DR		
Impact Fee Class:	G4D		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	6,875		
Service Area(s):	G and I		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 550,813
2012 - 2019 City contribution			\$ -
Impact Fee Project Cost TOTAL:			\$ 550,813

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	H-8, I-9
Name:	RIDGE RD (9)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.		
Limits:	MCKINNEY RANCH PKWY TO STACY RD			
Impact Fee Class:	M6D(1/3)			
Thoroughfare Class:	Major Arterial			
Length (lf):	3,645			
Service Area(s):	H and I			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
111	Unclassified Street Excavation	11,340	cy	\$ 10.00	\$ 113,400	
211	Lime Treated Subgrade (8") (PI<12)	10,935	sy	\$ 7.00	\$ 76,545	
311	9" Concrete Pavement	10,125	sy	\$ 60.00	\$ 607,500	
411	4" Topsoil	3,240	sy	\$ 2.50	\$ 8,100	
511	6" Curb & Gutter	7,290	lf	\$ 5.00	\$ 36,450	
611	Allotment for Turn Lanes and Median Openings	2,224	sy	\$ 77.00	\$ 171,281	
Paving Construction Cost Subtotal:					\$ 1,013,276	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	Construction Phase Traffic Control	3%	\$	30,398		
√ Pavement Markings/Markers		3%	\$	30,398		
Roadway Drainage	None Anticipated	0%	\$	-		
Special Drainage Structures	None Anticipated		\$	-		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	20,266		
Illumination	None Anticipated	0%	\$	-		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 81,062
Paving and Allowance Subtotal:					\$ 1,094,338	
Mobilization:					5%	\$ 54,717
Site Preparation:					5%	\$ 54,717
Construction Cost TOTAL:					\$ 1,204,000	
Construction Contingency:					15%	\$ 180,600
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,385,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,385,000
Engineering/Survey/Testing:		20%	\$ 277,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,662,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (11)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial. The City contributed approximately \$8,352,097 of eligible funds from '08-'12.	I-10, J-6
Limits:	US HIGHWAY 380 TO VIRGINIA PKWY		
Impact Fee Class:	G6D(1/3)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	8,340		
Service Area(s):	I and J		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	24,093	cy	\$ 10.00	\$ 240,933
217	Lime Treated Subgrade (8") (PI<12)	23,167	sy	\$ 7.00	\$ 162,167
317	9" Concrete Pavement	21,313	sy	\$ 60.00	\$ 1,278,800
417	4" Topsoil	22,240	sy	\$ 2.50	\$ 55,600
517	6" Curb & Gutter	16,680	lf	\$ 5.00	\$ 83,400
617	Allotment for Turn Lanes and Median Openings	5,764	sy	\$ 77.00	\$ 443,796
Paving Construction Cost Subtotal:					\$ 2,264,696
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	67,941	
√ Pavement Markings/Markers		3%	\$	67,941	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Bridge		\$	1,000,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	45,294	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,181,176
Paving and Allowance Subtotal:					\$ 3,445,872
Mobilization:					5% \$ 172,294
Site Preparation:					5% \$ 172,294
Construction Cost TOTAL:					\$ 3,791,000
Construction Contingency:					15% \$ 568,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,360,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,360,000
Engineering/Survey/Testing:		20%	\$ 872,000
2008 - 2012 City contribution			\$ 8,352,097
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 13,584,097

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
 The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

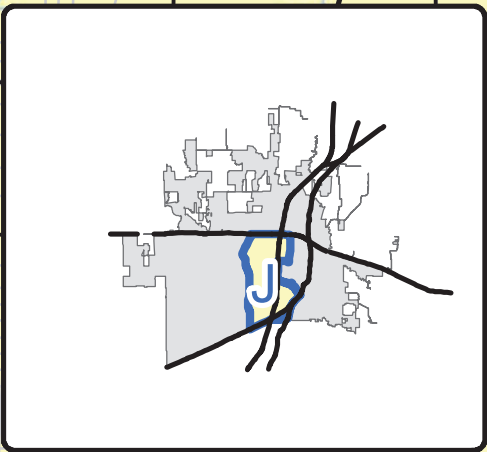
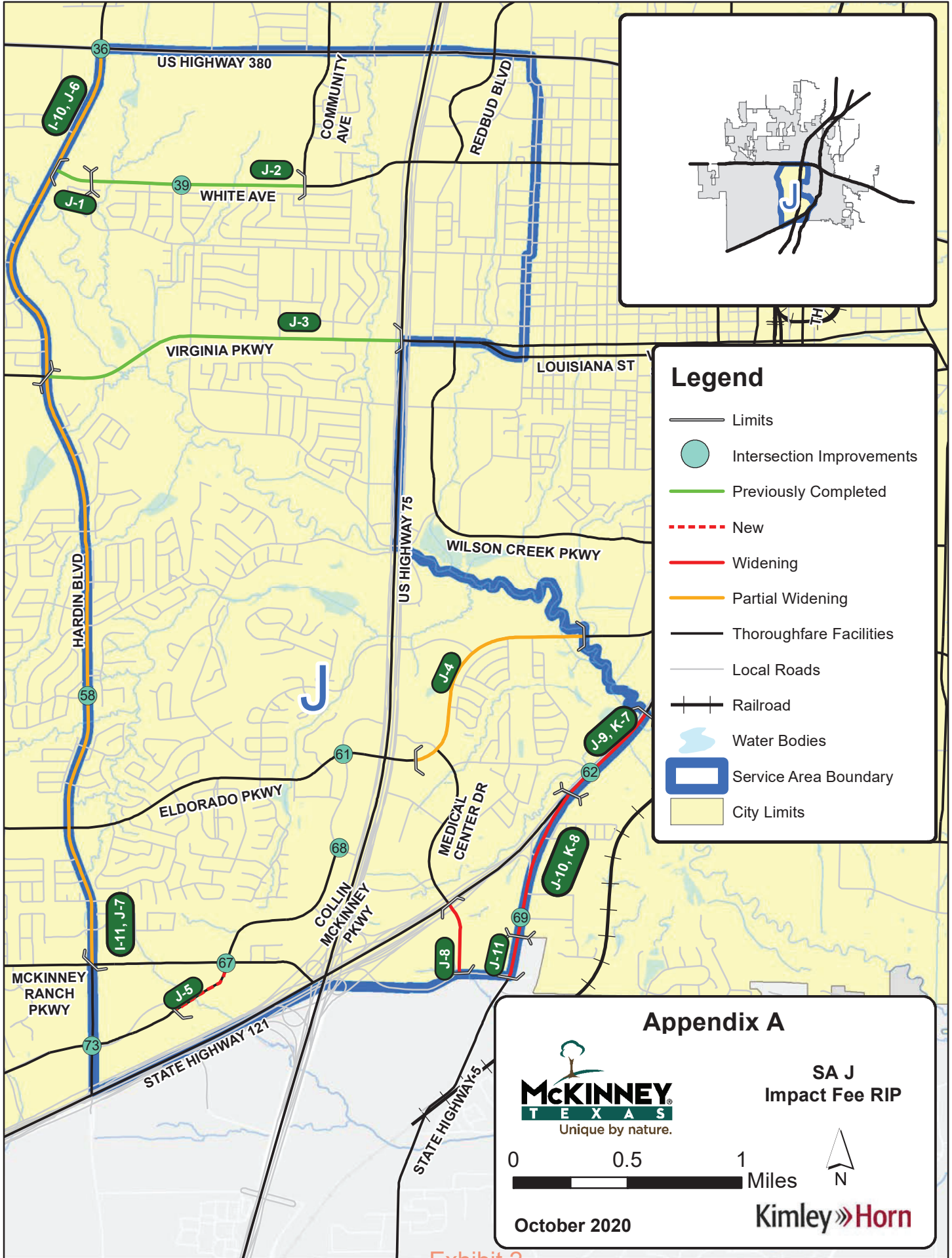
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (12)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.	I-11, J-7
Limits:	VIRGINIA PKWY TO MCKINNEY RANCH PKWY		
Impact Fee Class:	G6D(1/3)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	13,945		
Service Area(s):	I and J		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	40,286	cy	\$ 10.00	\$ 402,856
217	Lime Treated Subgrade (8") (PI<12)	38,736	sy	\$ 7.00	\$ 271,153
317	9" Concrete Pavement	35,637	sy	\$ 60.00	\$ 2,138,233
417	4" Topsoil	37,187	sy	\$ 2.50	\$ 92,967
517	6" Curb & Gutter	27,890	lf	\$ 5.00	\$ 139,450
617	Allotment for Turn Lanes and Median Openings	9,637	sy	\$ 77.00	\$ 742,055
Paving Construction Cost Subtotal:					\$ 3,786,713
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	113,601	
√ Pavement Markings/Markers		3%	\$	113,601	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	75,734	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:		\$ 302,937	
Paving and Allowance Subtotal:					\$ 4,089,650
Mobilization:					5% \$ 204,483
Site Preparation:					5% \$ 204,483
Construction Cost TOTAL:					\$ 4,499,000
Construction Contingency:					15% \$ 674,850
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,174,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,174,000
Engineering/Survey/Testing:		20%	\$ 1,034,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 6,208,800

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
 The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.



Legend

- Limits
- Intersection Improvements
- Previously Completed
- New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- Railroad
- Water Bodies
- Service Area Boundary
- City Limits

Appendix A

**SA J
Impact Fee RIP**

0 0.5 1 Miles

N

October 2020

Kimley»Horn

Exhibit 2

City of McKinney - 2019 Roadway Impact Fee Update

Roadway Improvement Plan for Roadway Impact Fees
Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area J

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
J-1	M4D	WHITE AVE (1)	HARDIN BLVD TO BOIS D'ARC RD	\$ 981,328	100%	\$ 981,328
J-2	M4D	WHITE AVE (2)	BOIS D'ARC RD TO COMMUNITY AVE	\$ 213,991	100%	\$ 213,991
J-3	M6D	VIRGINIA PKWY (9)	HARDIN BLVD TO US HIGHWAY 75	\$ 3,267,873	100%	\$ 3,267,873
J-4	G6D(1/3)	ELDORADO PKWY (3)	710' E OF US HIGHWAY 75 TO 1,180' E OF BARRANCA WAY	\$ 4,047,600	100%	\$ 4,047,600
J-5	M3U	COLLIN MCKINNEY PKWY (5)	2,100' E OF HARDIN BLVD TO MCKINNEY RANCH PKWY	\$ 1,953,000	100%	\$ 1,953,000
I-10, J-6	G6D(1/3)	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	\$ 13,584,097	50%	\$ 6,792,049
I-11, J-7	G6D(1/3)	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	\$ 6,208,800	50%	\$ 3,104,400
J-8	M4D	MEDICAL CENTER DR	STATE HIGHWAY 121 TO 1,685' S OF STATE HIGHWAY 121	\$ 2,240,000	100%	\$ 2,240,000
J-9, K-7	M6D	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY 121	\$ 4,647,300	50%	\$ 2,323,650
J-10, K-8	M4D	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	\$ 2,223,200	50%	\$ 1,111,600
J-11	M4D	STATE HIGHWAY 5 (6)	3,525' S OF STATE HIGHWAY 121 TO 4,520' S OF STATE HIGHWAY 121	\$ 627,900	50%	\$ 313,950
36	Intersection	Under Construction	US HIGHWAY 380 & HARDIN BLVD	\$ 780,682	25%	\$ 195,171
39		Signal	WHITE AVE & JORDAN RD	\$ 300,000	100%	\$ 300,000
58		Signal	HARDIN BLVD & MAVERICK TRL	\$ 300,000	50%	\$ 150,000
61		Intersection Improvements	ELDORADO PKWY & CRAIG DR	\$ 150,000	100%	\$ 150,000
62		Signal	STATE HIGHWAY 5 & STEWART RD	\$ 300,000	50%	\$ 150,000
67		Signal	MCKINNEY RANCH PKWY & COLLIN MCKINNEY PKWY	\$ 300,000	100%	\$ 300,000
68		Signal	COLLIN MCKINNEY PKWY & CRAIG DR	\$ 300,000	100%	\$ 300,000
69		Signal	STATE HIGHWAY 5 & ENTERPRISE DR	\$ 300,000	50%	\$ 150,000
73		Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY	\$ 300,000	50%	\$ 150,000
				\$ 43,025,771		\$ 28,194,611

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	J-1
Name:	WHITE AVE (1)	This completed project consists of the construction of a four-lane divided minor arterial. The City contributed approximately \$981,327 of eligible funds from '08-'12.		
Limits:	HARDIN BLVD TO BOIS D'ARC RD			
Impact Fee Class:	M4D			
Thoroughfare Class:	Minor Arterial			
Length (lf):	905			
Service Area(s):	J			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 981,328
2012 - 2019 City contribution			\$ -
Impact Fee Project Cost TOTAL:			\$ 981,328

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:	Description:	Project No.	J-2
Name:	WHITE AVE (2)	This completed project consists of the construction of a four-lane divided minor arterial. The City contributed approximately \$231,991 of eligible funds from '08-'12	
Limits:	BOIS D'ARC RD TO COMMUNITY AVE		
Impact Fee Class:	M4D		
Thoroughfare Class:	Minor Arterial		
Length (lf):	4,930		
Service Area(s):	J		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ 213,991
2012 - 2019 City contribution			\$ -
Impact Fee Project Cost TOTAL:			\$ 213,991

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	J-3
Name:	VIRGINIA PKWY (9)	This completed project consists of the construction of a six-lane divided major arterial. This project was part of the Virginia Pkwy project from Bellegrove to US 75 which had a total City contribution of approximately \$3,799,852 from '12-'19. This projected accounted for \$3,267,873 of eligible funds and is currently under construction.		
Limits:	HARDIN BLVD TO US HIGHWAY 75			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	8,470			
Service Area(s):	J			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 3,267,873
Impact Fee Project Cost TOTAL:			\$ 3,267,873

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	J-4
Name:	ELDORADO PKWY (3) 710' E OF US HIGHWAY 75 TO 1,180' E OF BARRANCA WAY			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.
Limits:	G6D(1/3)			
Impact Fee Class:	Greenway Arterial			
Thoroughfare Class:	5,680			
Length (lf):	J			
Service Area(s):				

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	16,409	cy	\$ 10.00	\$ 164,089
217	Lime Treated Subgrade (8") (PI<12)	15,778	sy	\$ 7.00	\$ 110,444
317	9" Concrete Pavement	14,516	sy	\$ 60.00	\$ 870,933
417	4" Topsoil	15,147	sy	\$ 2.50	\$ 37,867
517	6" Curb & Gutter	11,360	lf	\$ 5.00	\$ 56,800
617	Allotment for Turn Lanes and Median Openings	3,925	sy	\$ 77.00	\$ 302,250
Paving Construction Cost Subtotal:					\$ 1,542,383
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	46,271	
√ Pavement Markings/Markers		3%	\$	46,271	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Bridge		\$	1,000,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	30,848	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,123,391
Paving and Allowance Subtotal:					\$ 2,665,774
				Mobilization:	5% \$ 133,289
				Site Preparation:	5% \$ 133,289
Construction Cost TOTAL:					\$ 2,933,000
				Construction Contingency:	15% \$ 439,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,373,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,373,000
Engineering/Survey/Testing:		20%	\$ 674,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 4,047,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	J-5
Name:	COLLIN MCKINNEY PKWY (5)			This project consists of the construction of a new three-lane undivided minor arterial.
Limits:	2,100' E OF HARDIN BLVD TO MCKINNEY RANCH PKWY			
Impact Fee Class:	M3U			
Thoroughfare Class:	Minor Arterial			
Length (lf):	1,720			
Service Area(s):	J			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,822	cy	\$ 8.00	\$ 30,578
202	Lime Treated Subgrade (6") (PI<12)	7,453	sy	\$ 5.00	\$ 37,267
302	8" Concrete Pavement	7,071	sy	\$ 55.00	\$ 388,911
402	4" Topsoil	4,013	sy	\$ 2.50	\$ 10,033
502	6" Curb & Gutter	3,440	lf	\$ 5.00	\$ 17,200
602	0	0	0	\$ -	\$ -
702	Moisture Conditioning	7,453	sy	\$ 8.00	\$ 59,627
Paving Construction Cost Subtotal:					\$ 543,616
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	5,436	
√ Pavement Markings/Markers		3%	\$	16,308	
√ Roadway Drainage	Standard Internal System	25%	\$	135,904	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	10,872	
√ Illumination	Standard Illumination System	6%	\$	32,617	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 451,138
Paving and Allowance Subtotal:					\$ 994,753
Mobilization:					5% \$ 49,738
Site Preparation:					5% \$ 49,738
Construction Cost TOTAL:					\$ 1,095,000
Construction Contingency:					15% \$ 164,250
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,260,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,260,000
Engineering/Survey/Testing:		20%	\$ 252,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 441,000
Impact Fee Project Cost TOTAL:			\$ 1,953,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (11)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial. The City contributed approximately \$8,352,097 of eligible funds from '08-'12.	I-10, J-6
Limits:	US HIGHWAY 380 TO VIRGINIA PKWY		
Impact Fee Class:	G6D(1/3)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	8,340		
Service Area(s):	I and J		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	24,093	cy	\$ 10.00	\$ 240,933
217	Lime Treated Subgrade (8") (PI<12)	23,167	sy	\$ 7.00	\$ 162,167
317	9" Concrete Pavement	21,313	sy	\$ 60.00	\$ 1,278,800
417	4" Topsoil	22,240	sy	\$ 2.50	\$ 55,600
517	6" Curb & Gutter	16,680	lf	\$ 5.00	\$ 83,400
617	Allotment for Turn Lanes and Median Openings	5,764	sy	\$ 77.00	\$ 443,796
Paving Construction Cost Subtotal:					\$ 2,264,696
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	67,941	
√ Pavement Markings/Markers		3%	\$	67,941	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Bridge		\$	1,000,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	45,294	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,181,176
Paving and Allowance Subtotal:					\$ 3,445,872
Mobilization:					5% \$ 172,294
Site Preparation:					5% \$ 172,294
Construction Cost TOTAL:					\$ 3,791,000
Construction Contingency:					15% \$ 568,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,360,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,360,000
Engineering/Survey/Testing:		20%	\$ 872,000
2008 - 2012 City contribution			\$ 8,352,097
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 13,584,097

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney.
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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARDIN BLVD (12)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.	I-11, J-7
Limits:	VIRGINIA PKWY TO MCKINNEY RANCH PKWY		
Impact Fee Class:	G6D(1/3)		
Thoroughfare Class:	Greenway Arterial		
Length (lf):	13,945		
Service Area(s):	I and J		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	40,286	cy	\$ 10.00	\$ 402,856
217	Lime Treated Subgrade (8") (PI<12)	38,736	sy	\$ 7.00	\$ 271,153
317	9" Concrete Pavement	35,637	sy	\$ 60.00	\$ 2,138,233
417	4" Topsoil	37,187	sy	\$ 2.50	\$ 92,967
517	6" Curb & Gutter	27,890	lf	\$ 5.00	\$ 139,450
617	Allotment for Turn Lanes and Median Openings	9,637	sy	\$ 77.00	\$ 742,055
Paving Construction Cost Subtotal:					\$ 3,786,713
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	113,601	
√ Pavement Markings/Markers		3%	\$	113,601	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	75,734	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 302,937
Paving and Allowance Subtotal:					\$ 4,089,650
Mobilization:					5% \$ 204,483
Site Preparation:					5% \$ 204,483
Construction Cost TOTAL:					\$ 4,499,000
Construction Contingency:					15% \$ 674,850
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,174,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,174,000
Engineering/Survey/Testing:		20%	\$ 1,034,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 6,208,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	MEDICAL CENTER DR STATE HIGHWAY 121 TO 1,685' S	This project consists of the reconstruction of a three-lane concrete facility to a four-lane divided minor arterial.	J-8
Limits:	OF STATE HIGHWAY 121		
Impact Fee Class:	M4D		
Thoroughfare Class:	Minor Arterial		
Length (lf):	1,685		
Service Area(s):	J		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	13,480	cy	\$ 10.00	\$ 134,800
205	Lime Treated Subgrade (8") (PI<12)	9,361	sy	\$ 7.00	\$ 65,528
305	8" Concrete Pavement	8,612	sy	\$ 55.00	\$ 473,672
405	4" Topsoil	7,302	sy	\$ 2.50	\$ 18,254
505	6" Curb & Gutter	6,740	lf	\$ 5.00	\$ 33,700
605	Allotment for Turn Lanes and Median Openings	989	sy	\$ 72.00	\$ 71,230
705	Moisture Conditioning	9,361	sy	\$ 8.00	\$ 74,889
Paving Construction Cost Subtotal:					\$ 872,073
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	26,162	
√ Pavement Markings/Markers		3%	\$	26,162	
√ Roadway Drainage	Standard Internal System	25%	\$	218,018	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	26,162	
√ Sewer	Incidental Adjustments	3%	\$	26,162	
√ Establish Turf / Erosion Control		2%	\$	17,441	
√ Illumination	Standard Illumination System	6%	\$	52,324	
Other:					
			Allowance Subtotal:	\$ 392,433	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 1,264,505
Mobilization:					5% \$ 63,225
Site Preparation:					5% \$ 63,225
Construction Cost TOTAL:					\$ 1,391,000
Construction Contingency:					15% \$ 208,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,600,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,600,000
Engineering/Survey/Testing:		20%	\$ 320,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 320,000
Impact Fee Project Cost TOTAL:			\$ 2,240,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	STATE HIGHWAY 5 (4)	This project consists of the reconstruction of a four-lane asphalt section to a six-lane divided major arterial.	J-9, K-7
Limits:	640' S OF HARRY MCKILLOP BLVD		
Impact Fee Class:	/ FM 546 TO STATE HIGHWAY 121		
Thoroughfare Class:	M6D		
Length (lf):	2,470		
Service Area(s):	J and K		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
109	Unclassified Street Excavation	13,722	cy	\$ 15.00	\$ 205,833	
209	Lime Treated Subgrade (8") (PI<12)	21,407	sy	\$ 7.00	\$ 149,847	
309	4" TY D HMAC Underlayment	20,309	sy	\$ 5.00	\$ 101,544	
409	9" Concrete Pavement	20,309	sy	\$ 60.00	\$ 1,218,533	
509	4" Topsoil	9,606	sy	\$ 4.00	\$ 38,422	
609	6" Curb & Gutter	9,880	lf	\$ 5.00	\$ 49,400	
709	Allotment for Turn Lanes and Median Openings	1,507	sy	\$ 87.00	\$ 131,141	
Paving Construction Cost Subtotal:					\$ 1,894,721	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
✓ Traffic Control	Construction Phase Traffic Control	3%	\$	56,842		
✓ Pavement Markings/Markers		3%	\$	56,842		
✓ Roadway Drainage		25%	\$	473,680		
✓ Special Drainage Structures	Bridge		\$	2,500,000		
✓ Water	Incidental Adjustments	3%	\$	56,842		
✓ Sewer	Incidental Adjustments	3%	\$	56,842		
✓ Establish Turf / Erosion Control		2%	\$	37,894		
✓ Illumination	Standard Illumination System	6%	\$	113,683		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 3,352,624
Paving and Allowance Subtotal:					\$ 5,247,345	
Mobilization:					5%	\$ 262,367
Site Preparation:					5%	\$ 262,367
Construction Cost TOTAL:					\$ 5,773,000	
Construction Contingency:					15%	\$ 865,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 6,639,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,639,000
Engineering/Survey/Testing:		20%	\$ 1,327,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 1,327,800
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 4,647,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	STATE HIGHWAY 5 (5) STATE HIGHWAY 121 TO 3,525' S	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided minor arterial.	J-10, K-8
Limits:	OF STATE HIGHWAY 121		
Impact Fee Class:	M4D		
Thoroughfare Class:	Minor Arterial		
Length (lf):	3,525		
Service Area(s):	J and K		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
105	Unclassified Street Excavation	14,100	cy	\$ 211,500
205	Lime Treated Subgrade (8") (PI<12)	19,583	sy	\$ 137,083
305	4" TY D HMAC Underlayment	18,017	sy	\$ 90,083
405	8" Concrete Pavement	18,017	sy	\$ 990,917
505	4" Topsoil	15,275	sy	\$ 61,100
605	6" Curb & Gutter	14,100	lf	\$ 70,500
705	Allotment for Turn Lanes and Median Openings	2,070	sy	\$ 169,707
Paving Construction Cost Subtotal:				\$ 1,730,891
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	51,927
√ Pavement Markings/Markers		3%	\$	51,927
√ Roadway Drainage		25%	\$	432,723
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	51,927
√ Sewer	Incidental Adjustments	3%	\$	51,927
√ Establish Turf / Erosion Control		2%	\$	34,618
√ Illumination	Standard Illumination System	6%	\$	103,853
Other:				
			Allowance Subtotal:	\$ 778,901
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,509,792
Mobilization:				5% \$ 125,490
Site Preparation:				5% \$ 125,490
Construction Cost TOTAL:				\$ 2,761,000
Construction Contingency:				15% \$ 414,150
Construction Cost TOTAL W/ CONTINGENCY:				\$ 3,176,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,176,000
Engineering/Survey/Testing:		20%	\$ 635,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 635,200
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,223,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

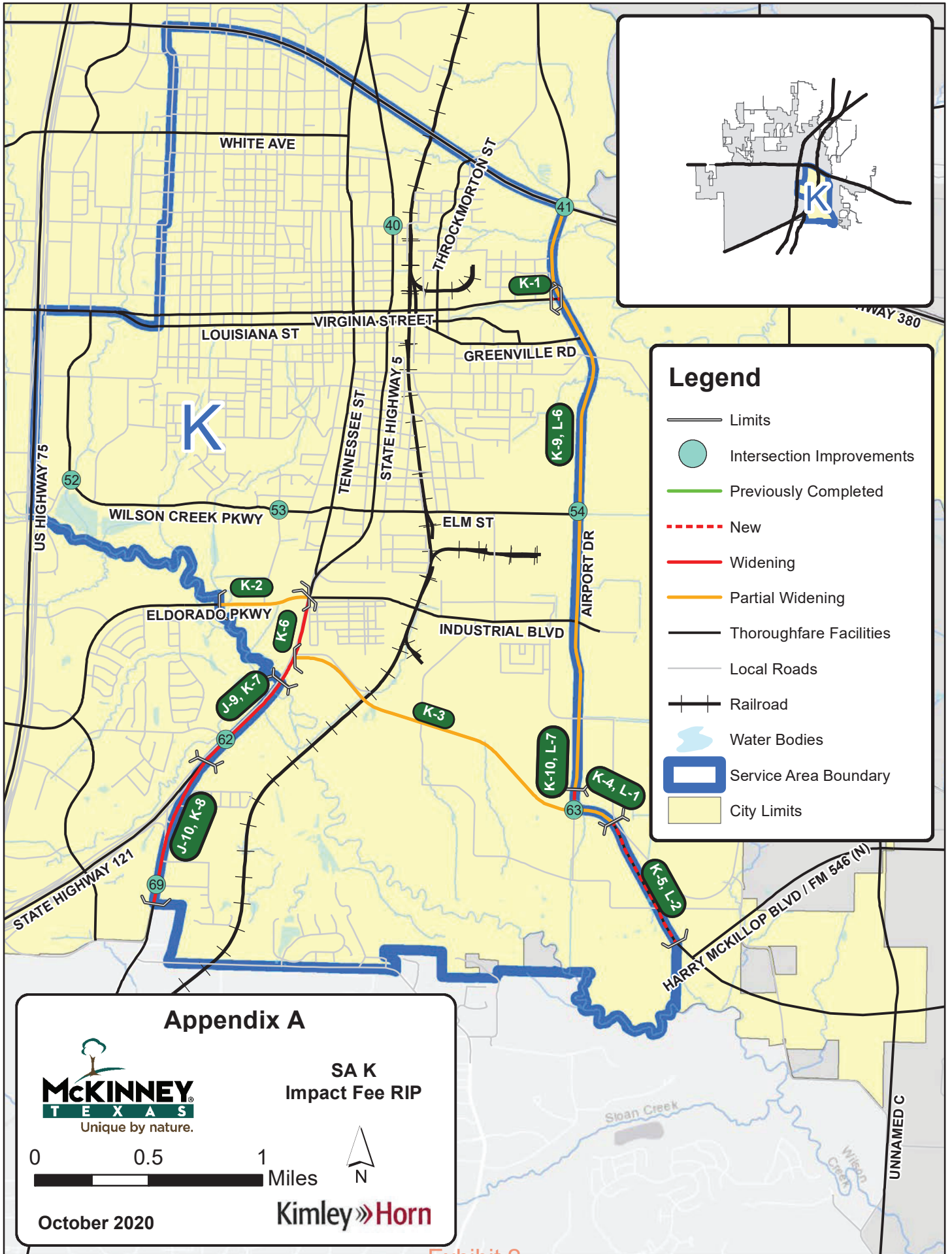
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. J-11
Name:	STATE HIGHWAY 5 (6) 3,525' S OF STATE HIGHWAY 121 TO 4,520' S OF STATE HIGHWAY 121	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided minor arterial. Based on the existing City Limits, the eastern half of the roadway is not included in the Impact Fee RIP.	
Limits:			
Impact Fee Class:	M4D		
Thoroughfare Class:	Minor Arterial		
Length (lf):	995		
Service Area(s):	J, Half		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,980	cy	\$ 15.00	\$ 59,700
205	Lime Treated Subgrade (8") (PI<12)	5,528	sy	\$ 7.00	\$ 38,694
305	4" TY D HMAC Underlayment	5,086	sy	\$ 5.00	\$ 25,428
405	8" Concrete Pavement	5,086	sy	\$ 55.00	\$ 279,706
505	4" Topsoil	4,312	sy	\$ 4.00	\$ 17,247
605	6" Curb & Gutter	3,980	lf	\$ 5.00	\$ 19,900
705	Allotment for Turn Lanes and Median Openings	584	sy	\$ 82.00	\$ 47,903
Paving Construction Cost Subtotal:					\$ 488,578
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
✓ Traffic Control	Construction Phase Traffic Control	3%	\$	14,657	
✓ Pavement Markings/Markers		3%	\$	14,657	
✓ Roadway Drainage		25%	\$	122,144	
Special Drainage Structures	None Anticipated		\$	-	
✓ Water	Incidental Adjustments	3%	\$	14,657	
✓ Sewer	Incidental Adjustments	3%	\$	14,657	
✓ Establish Turf / Erosion Control		2%	\$	9,772	
✓ Illumination	Standard Illumination System	6%	\$	29,315	
Other:					
			Allowance Subtotal:	\$ 219,860	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 708,438
Mobilization:					5% \$ 35,422
Site Preparation:					5% \$ 35,422
Construction Cost TOTAL:					\$ 780,000
Construction Contingency:					15% \$ 117,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 897,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 897,000
Engineering/Survey/Testing:		20%	\$ 179,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 179,400
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 627,900

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



Appendix A



**SA K
Impact Fee RIP**

0 0.5 1 Miles



October 2020

Kimley»Horn

Exhibit 2

City of McKinney - 2019 Roadway Impact Fee Update
 Roadway Improvement Plan for Roadway Impact Fees
 Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area K

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area	
K-1	2UO	VIRGINIA STREET	225' W OF AIRPORT DR TO AIRPORT DR	\$ 779,650	100%	\$ 779,650	
K-2	G6D(1/3)	ELDORADO PKWY (4)	1,180' E OF BARRANCA WAY TO STATE HIGHWAY 5	\$ 1,699,200	100%	\$ 1,699,200	
K-3	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (1)	STATE HIGHWAY 121 TO AIRPORT DR	\$ 1,839,600	100%	\$ 1,839,600	
K-4, L-1	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	\$ 234,600	50%	\$ 117,300	
K-5, L-2	P6D	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	\$ 3,267,400	50%	\$ 1,633,700	
K-6	M6D	STATE HIGHWAY 5 (3)	INDUSTRIAL BLVD TO 640' S OF HARRY MCKILLOP BLVD / FM 546	\$ 2,064,300	100%	\$ 2,064,300	
J-9, K-7	M6D	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY 121	\$ 4,647,300	50%	\$ 2,323,650	
J-10, K-8	M4D	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	\$ 2,223,200	50%	\$ 1,111,600	
K-9, L-6	P6D(1/3)	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546	\$ 6,322,800	50%	\$ 3,161,400	
K-10, L-7	P6D	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	\$ 2,925,200	50%	\$ 1,462,600	
40	Intersection	Signal	STATE HIGHWAY 5 & SMITH ST	\$ 300,000	100%	\$ 300,000	
41		Signal Mod	US HIGHWAY 380 & AIRPORT DR	\$ 150,000	50%	\$ 75,000	
52		Roundabout	WILSON CREEK PKWY & PARK VIEW AVE	\$ 1,820,000	100%	\$ 1,820,000	
53		Signal	WILSON CREEK PKWY & COLLEGE ST	\$ 300,000	100%	\$ 300,000	
54		Signal	AIRPORT DR & ELM ST	\$ 300,000	50%	\$ 150,000	
62		Signal	STATE HIGHWAY 5 & STEWART RD	\$ 300,000	50%	\$ 150,000	
63		Signal	HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR	\$ 300,000	75%	\$ 225,000	
69		Signal	STATE HIGHWAY 5 & ENTERPRISE DR	\$ 300,000	50%	\$ 150,000	
				\$ 29,773,250		\$ 19,363,000	

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of McKinney. The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.

City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	K-1
Name:	VIRGINIA STREET	This project consists of the construction of a new two-lane undivided town thoroughfare.		
Limits:	225' W OF AIRPORT DR TO AIRPORT DR			
Impact Fee Class:	2UO			
Thoroughfare Class:	Town Thoroughfare			
Length (lf):	225			
Service Area(s):	K			

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
101	Unclassified Street Excavation	500	cy	\$ 8.00	\$ 4,000	
201	Lime Treated Subgrade (6") (PI<12)	975	sy	\$ 5.00	\$ 4,875	
301	8" Concrete Pavement	925	sy	\$ 55.00	\$ 50,875	
401	4" Topsoil	275	sy	\$ 2.50	\$ 688	
501	6" Curb & Gutter	450	lf	\$ 5.00	\$ 2,250	
701	Moisture Conditioning	975	sy	\$ 8.00	\$ 7,800	
Paving Construction Cost Subtotal:					\$ 70,488	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	None Anticipated	1%	\$	705		
√ Pavement Markings/Markers		3%	\$	2,115		
√ Roadway Drainage	Standard Internal System	25%	\$	17,622		
√ Special Drainage Structures	Stream Crossing		\$	300,000		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	1,410		
√ Illumination	Standard Illumination System	6%	\$	4,229		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 326,080
Paving and Allowance Subtotal:					\$ 396,568	
Mobilization:					5%	\$ 19,828
Site Preparation:					5%	\$ 19,828
Construction Cost TOTAL:					\$ 437,000	
Construction Contingency:					15%	\$ 65,550
Construction Cost TOTAL W/ CONTINGENCY:					\$ 503,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 503,000
Engineering/Survey/Testing:		20%	\$ 100,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 176,050
Impact Fee Project Cost TOTAL:			\$ 779,650

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	K-2
Name:	ELDORADO PKWY (4)			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.
Limits:	1,180' E OF BARRANCA WAY TO STATE HIGHWAY 5			
Impact Fee Class:	G6D(1/3)			
Thoroughfare Class:	Greenway Arterial			
Length (lf):	2,110			
Service Area(s):	K			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
117	Unclassified Street Excavation	6,096	cy	\$ 10.00	\$ 60,956
217	Lime Treated Subgrade (8") (PI<12)	5,861	sy	\$ 7.00	\$ 41,028
317	9" Concrete Pavement	5,392	sy	\$ 60.00	\$ 323,533
417	4" Topsoil	5,627	sy	\$ 2.50	\$ 14,067
517	6" Curb & Gutter	4,220	lf	\$ 5.00	\$ 21,100
617	Allotment for Turn Lanes and Median Openings	1,458	sy	\$ 77.00	\$ 112,279
Paving Construction Cost Subtotal:					\$ 572,963
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	17,189	
√ Pavement Markings/Markers		3%	\$	17,189	
Roadway Drainage	None Anticipated	0%	\$	-	
√ Special Drainage Structures	Stream Crossing		\$	500,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	11,459	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	545,837	
Paving and Allowance Subtotal:			\$	1,118,800	
Mobilization:			5%	\$	55,940
Site Preparation:			5%	\$	55,940
Construction Cost TOTAL:			\$	1,231,000	
Construction Contingency:			15%	\$	184,650
Construction Cost TOTAL W/ CONTINGENCY:			\$	1,416,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,416,000
Engineering/Survey/Testing:		20%	\$ 283,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 1,699,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	K-3
Name:	HARRY MCKILLOP BLVD / FM 546 (1)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.		
Limits:	STATE HIGHWAY 121 TO AIRPORT DR			
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	7,695			
Service Area(s):	K			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	11,970	cy	\$ 15.00	\$ 179,550
214	Lime Treated Subgrade (8") (PI<12)	23,085	sy	\$ 7.00	\$ 161,595
314	4" TY D HMAC Underlayment	21,375	sy	\$ 5.00	\$ 106,875
414	9" Concrete Pavement	21,375	sy	\$ 60.00	\$ 1,282,500
514	4" Topsoil	6,840	sy	\$ 4.00	\$ 27,360
614	6" Curb & Gutter	15,390	lf	\$ 5.00	\$ 76,950
714	Allotment for Turn Lanes and Median Openings	4,696	sy	\$ 87.00	\$ 408,554
Paving Construction Cost Subtotal:					\$ 2,243,384
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	67,302	
√ Pavement Markings/Markers		3%	\$	67,302	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures		\$	-		
Water		0%	\$	-	
Sewer		0%	\$	-	
√ Establish Turf / Erosion Control	None Anticipated	2%	\$	44,868	
Illumination		0%	\$	-	
Other:		\$	-		
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	179,471	
Paving and Allowance Subtotal:					\$ 2,422,855
				Mobilization:	5% \$ 121,143
				Site Preparation:	5% \$ 121,143
Construction Cost TOTAL:					\$ 2,666,000
				Construction Contingency:	15% \$ 399,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,066,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,066,000
Engineering/Survey/Testing:		20%	\$ 613,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 1,839,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. K-4, L-1
Name:	HARRY MCKILLOP BLVD / FM 546 (2)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.	
Limits:	AIRPORT DR TO 980' E OF AIRPORT DR		
Impact Fee Class:	P6D(1/3)		
Thoroughfare Class:	Principal Arterial		
Length (lf):	980		
Service Area(s):	L and K		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	1,524	cy	\$ 15.00	\$ 22,867
214	Lime Treated Subgrade (8") (PI<12)	2,940	sy	\$ 7.00	\$ 20,580
314	4" TY D HMAC Underlayment	2,722	sy	\$ 5.00	\$ 13,611
414	9" Concrete Pavement	2,722	sy	\$ 60.00	\$ 163,333
514	4" Topsoil	871	sy	\$ 4.00	\$ 3,484
614	6" Curb & Gutter	1,960	lf	\$ 5.00	\$ 9,800
714	Allotment for Turn Lanes and Median Openings	598	sy	\$ 87.00	\$ 52,032
Paving Construction Cost Subtotal:					\$ 285,707
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	8,571	
√ Pavement Markings/Markers		3%	\$	8,571	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures		\$	-		
Water		0%	\$	-	
Sewer		0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	5,714	
Illumination	None Anticipated	0%	\$	-	
Other:		\$	-		
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 22,857
Paving and Allowance Subtotal:					\$ 308,564
Mobilization:					5% \$ 15,428
Site Preparation:					5% \$ 15,428
Construction Cost TOTAL:					\$ 340,000
Construction Contingency:					15% \$ 51,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 391,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 391,000
Engineering/Survey/Testing:		20%	\$ 78,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 234,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. K-5, L-2
Name:	HARRY MCKILLOP BLVD / FM 546 (3)	<p>This project consists of the construction of a new six-lane divided principal arterial.</p>	
Limits:	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	3,160		
Service Area(s):	K and L		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	17,556	cy	\$ 15.00	\$ 263,333
213	Lime Treated Subgrade (8") (PI<12)	27,387	sy	\$ 7.00	\$ 191,707
313	4" TY D HMAC Underlayment	25,982	sy	\$ 5.00	\$ 129,911
413	9" Concrete Pavement	25,982	sy	\$ 60.00	\$ 1,558,933
513	4" Topsoil	14,396	sy	\$ 4.00	\$ 57,582
613	6" Curb & Gutter	12,640	lf	\$ 5.00	\$ 63,200
713	Allotment for Turn Lanes and Median Openings	1,928	sy	\$ 87.00	\$ 167,775
Paving Construction Cost Subtotal:					\$ 2,432,442
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	24,324	
√ Pavement Markings/Markers		3%	\$	72,973	
√ Roadway Drainage		25%	\$	608,110	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	48,649	
√ Illumination	Standard Illumination System	6%	\$	145,947	
Other:					
			Allowance Subtotal:	\$ 900,004	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 3,332,445
Mobilization:					5% \$ 166,622
Site Preparation:					5% \$ 166,622
Construction Cost TOTAL:					\$ 3,666,000
Construction Contingency:					15% \$ 549,900
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,216,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,216,000
Engineering/Survey/Testing:		20%	\$ 843,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,475,600
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 3,267,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	STATE HIGHWAY 5 (3) INDUSTRIAL BLVD TO 640' S OF HARRY MCKILLOP BLVD / FM 546	This project consists of the reconstruction of a four-lane asphalt section to a six-lane divided major arterial.	K-6
Limits:			
Impact Fee Class:	M6D		
Thoroughfare Class:	Major Arterial		
Length (lf):	2,095		
Service Area(s):	K		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
109	Unclassified Street Excavation	11,639	cy	\$ 174,583
209	Lime Treated Subgrade (8") (PI<12)	18,157	sy	\$ 127,097
309	4" TY D HMAC Underlayment	17,226	sy	\$ 86,128
409	9" Concrete Pavement	17,226	sy	\$ 1,033,533
509	4" Topsoil	8,147	sy	\$ 32,589
609	6" Curb & Gutter	8,380	lf	\$ 41,900
709	Allotment for Turn Lanes and Median Openings	1,279	sy	\$ 111,231
Paving Construction Cost Subtotal:				\$ 1,607,061
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	Construction Phase Traffic Control	3%	\$	48,212
√ Pavement Markings/Markers		3%	\$	48,212
√ Roadway Drainage		25%	\$	401,765
Special Drainage Structures	None Anticipated		\$	-
√ Water	Incidental Adjustments	3%	\$	48,212
√ Sewer	Incidental Adjustments	3%	\$	48,212
√ Establish Turf / Erosion Control		2%	\$	32,141
√ Illumination	Standard Illumination System	6%	\$	96,424
Other:				
			Allowance Subtotal:	\$ 723,177
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 2,330,238
Mobilization:				5% \$ 116,512
Site Preparation:				5% \$ 116,512
Construction Cost TOTAL:				\$ 2,564,000
Construction Contingency:				15% \$ 384,600
Construction Cost TOTAL W/ CONTINGENCY:				\$ 2,949,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,949,000
Engineering/Survey/Testing:		20%	\$ 589,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 589,800
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,064,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	STATE HIGHWAY 5 (4)	This project consists of the reconstruction of a four-lane asphalt section to a six-lane divided major arterial.	J-9, K-7
Limits:	640' S OF HARRY MCKILLOP BLVD		
Impact Fee Class:	/ FM 546 TO STATE HIGHWAY 121		
Thoroughfare Class:	M6D		
Length (lf):	2,470		
Service Area(s):	J and K		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
109	Unclassified Street Excavation	13,722	cy	\$ 15.00	\$ 205,833	
209	Lime Treated Subgrade (8") (PI<12)	21,407	sy	\$ 7.00	\$ 149,847	
309	4" TY D HMAC Underlayment	20,309	sy	\$ 5.00	\$ 101,544	
409	9" Concrete Pavement	20,309	sy	\$ 60.00	\$ 1,218,533	
509	4" Topsoil	9,606	sy	\$ 4.00	\$ 38,422	
609	6" Curb & Gutter	9,880	lf	\$ 5.00	\$ 49,400	
709	Allotment for Turn Lanes and Median Openings	1,507	sy	\$ 87.00	\$ 131,141	
Paving Construction Cost Subtotal:					\$ 1,894,721	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
✓ Traffic Control	Construction Phase Traffic Control	3%	\$	56,842		
✓ Pavement Markings/Markers		3%	\$	56,842		
✓ Roadway Drainage		25%	\$	473,680		
✓ Special Drainage Structures	Bridge		\$	2,500,000		
✓ Water	Incidental Adjustments	3%	\$	56,842		
✓ Sewer	Incidental Adjustments	3%	\$	56,842		
✓ Establish Turf / Erosion Control		2%	\$	37,894		
✓ Illumination	Standard Illumination System	6%	\$	113,683		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 3,352,624
Paving and Allowance Subtotal:					\$ 5,247,345	
Mobilization:					5%	\$ 262,367
Site Preparation:					5%	\$ 262,367
Construction Cost TOTAL:					\$ 5,773,000	
Construction Contingency:					15%	\$ 865,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 6,639,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,639,000
Engineering/Survey/Testing:		20%	\$ 1,327,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 1,327,800
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 4,647,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	STATE HIGHWAY 5 (5) STATE HIGHWAY 121 TO 3,525' S	This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided minor arterial.	J-10, K-8
Limits:	OF STATE HIGHWAY 121		
Impact Fee Class:	M4D		
Thoroughfare Class:	Minor Arterial		
Length (lf):	3,525		
Service Area(s):	J and K		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	14,100	cy	\$ 15.00	\$ 211,500
205	Lime Treated Subgrade (8") (PI<12)	19,583	sy	\$ 7.00	\$ 137,083
305	4" TY D HMAC Underlayment	18,017	sy	\$ 5.00	\$ 90,083
405	8" Concrete Pavement	18,017	sy	\$ 55.00	\$ 990,917
505	4" Topsoil	15,275	sy	\$ 4.00	\$ 61,100
605	6" Curb & Gutter	14,100	lf	\$ 5.00	\$ 70,500
705	Allotment for Turn Lanes and Median Openings	2,070	sy	\$ 82.00	\$ 169,707
Paving Construction Cost Subtotal:					\$ 1,730,891
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	51,927	
√ Pavement Markings/Markers		3%	\$	51,927	
√ Roadway Drainage		25%	\$	432,723	
Special Drainage Structures	None Anticipated		\$	-	
√ Water	Incidental Adjustments	3%	\$	51,927	
√ Sewer	Incidental Adjustments	3%	\$	51,927	
√ Establish Turf / Erosion Control		2%	\$	34,618	
√ Illumination	Standard Illumination System	6%	\$	103,853	
Other:					
			Allowance Subtotal:	\$ 778,901	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:				\$ 2,509,792	
Mobilization:				5% \$ 125,490	
Site Preparation:				5% \$ 125,490	
Construction Cost TOTAL:				\$ 2,761,000	
Construction Contingency:				15% \$ 414,150	
Construction Cost TOTAL W/ CONTINGENCY:				\$ 3,176,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,176,000
Engineering/Survey/Testing:		20%	\$ 635,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 635,200
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,223,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	K-9, L-6
Name:	AIRPORT DR (5) US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.
Limits:				
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	13,870			
Service Area(s):	K and L			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	43,151	cy	\$ 10.00	\$ 431,511
214	Lime Treated Subgrade (8") (PI<12)	41,610	sy	\$ 7.00	\$ 291,270
314	9" Concrete Pavement	38,528	sy	\$ 60.00	\$ 2,311,667
414	4" Topsoil	12,329	sy	\$ 2.50	\$ 30,822
514	6" Curb & Gutter	27,740	lf	\$ 5.00	\$ 138,700
614	Allotment for Turn Lanes and Median Openings	8,464	sy	\$ 77.00	\$ 651,762
Paving Construction Cost Subtotal:					\$ 3,855,732
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	115,672	
√ Pavement Markings/Markers		3%	\$	115,672	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	77,115	
Illumination	None Anticipated	0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	308,459	
Paving and Allowance Subtotal:					\$ 4,164,190
Mobilization:				5%	\$ 208,210
Site Preparation:				5%	\$ 208,210
Construction Cost TOTAL:					\$ 4,581,000
Construction Contingency:				15%	\$ 687,150
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,269,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,269,000
Engineering/Survey/Testing:		20%	\$ 1,053,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 6,322,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

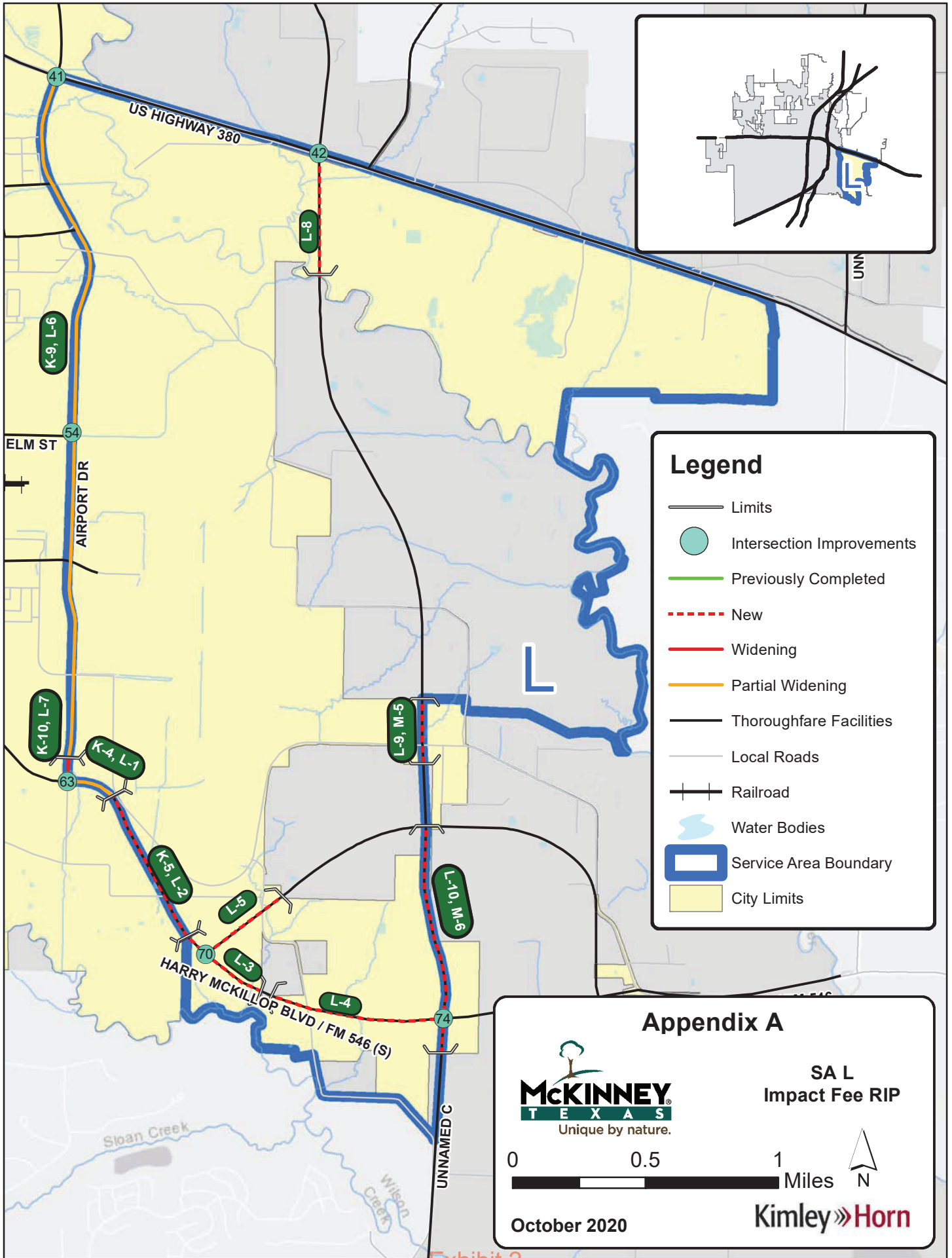
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	AIRPORT DR (6)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. The City contributed approximately \$1,500,000 of eligible funds from '12-'19.	K-10, L-7
Limits:	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	470		
Service Area(s):	K and L		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	5,222	cy	\$ 10.00	\$ 52,222
213	Lime Treated Subgrade (8") (PI<12)	4,073	sy	\$ 7.00	\$ 28,513
313	9" Concrete Pavement	3,864	sy	\$ 60.00	\$ 231,867
413	4" Topsoil	2,141	sy	\$ 2.50	\$ 5,353
513	6" Curb & Gutter	1,880	lf	\$ 5.00	\$ 9,400
613	Allotment for Turn Lanes and Median Openings	287	sy	\$ 77.00	\$ 22,086
713	Moisture Conditioning	4,073	sy	\$ 8.00	\$ 32,587
Paving Construction Cost Subtotal:					\$ 382,027
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	11,461	
√ Pavement Markings/Markers		3%	\$	11,461	
√ Roadway Drainage	Standard Internal System	25%	\$	95,507	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
√ Water	Incidental Adjustments	3%	\$	11,461	
√ Sewer	Incidental Adjustments	3%	\$	11,461	
√ Establish Turf / Erosion Control		2%	\$	7,641	
√ Illumination	Standard Illumination System	6%	\$	22,922	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 421,912
Paving and Allowance Subtotal:					\$ 803,940
Mobilization:					5% \$ 40,197
Site Preparation:					5% \$ 40,197
Construction Cost TOTAL:					\$ 885,000
Construction Contingency:					15% \$ 132,750
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,018,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,018,000
Engineering/Survey/Testing:		20%	\$ 203,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,500,000
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 203,600
Impact Fee Project Cost TOTAL:			\$ 2,925,200


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Legend

- Limits
- Intersection Improvements
- Previously Completed
- New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- Railroad
- Water Bodies
- Service Area Boundary
- City Limits


Appendix A




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Impact Fee RIP

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October 2020

Kimley»Horn

City of McKinney - 2019 Roadway Impact Fee Update
 Roadway Improvement Plan for Roadway Impact Fees
 Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area L

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
K-4, L-1	P6D(1/3)	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	\$ 234,600	50%	\$ 117,300
K-5, L-2	P6D	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	\$ 3,267,400	50%	\$ 1,633,700
L-3	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (1)	510' W OF HARRY MCKILLOP BLVD / FM 546 (N) TO 1,335' E OF HARRY MCKILLOP BLVD / FM 546 (N)	\$ 2,153,725	100%	\$ 2,153,725
L-4	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (2)	3,480' W OF UNNAMED D TO UNNAMED D	\$ 3,843,225	100%	\$ 3,843,225
L-5	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (1)	HARRY MCKILLOP BLVD / FM 546 (S) TO 1,865' E OF HARRY MCKILLOP BLVD / FM 546 (S)	\$ 2,166,900	100%	\$ 2,166,900
K-9, L-6	P6D(1/3)	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546	\$ 6,322,800	50%	\$ 3,161,400
K-10, L-7	P6D	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	\$ 2,925,200	50%	\$ 1,462,600
L-8	P6D	UNNAMED C (3)	US HIGHWAY 380 TO 2,435' S OF US HIGHWAY 380	\$ 5,807,850	100%	\$ 5,807,850
L-9, M-5	P6D	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	\$ 2,830,300	50%	\$ 1,415,150
L-10, M-6	P6D	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	\$ 10,002,150	50%	\$ 5,001,075
41	Inter-section	Signal Mod	US HIGHWAY 380 & AIRPORT DR	\$ 150,000	50%	\$ 75,000
42		Signal	US HIGHWAY 380 & UNNAMED C	\$ 300,000	50%	\$ 150,000
54		Signal	AIRPORT DR & ELM ST	\$ 300,000	50%	\$ 150,000
63		Signal	HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR	\$ 300,000	75%	\$ 225,000
70		Signal	HARRY MCKILLOP BLVD / FM 546 (S) & HARRY MCKILLOP BLVD / FM 546 (N)	\$ 300,000	100%	\$ 300,000
74		Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)	\$ 300,000	50%	\$ 150,000
					\$ 41,204,150	

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No. K-4, L-1
Name:	HARRY MCKILLOP BLVD / FM 546 (2)	This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.	
Limits:	AIRPORT DR TO 980' E OF AIRPORT DR		
Impact Fee Class:	P6D(1/3)		
Thoroughfare Class:	Principal Arterial		
Length (lf):	980		
Service Area(s):	L and K		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	1,524	cy	\$ 15.00	\$ 22,867
214	Lime Treated Subgrade (8") (PI<12)	2,940	sy	\$ 7.00	\$ 20,580
314	4" TY D HMAC Underlayment	2,722	sy	\$ 5.00	\$ 13,611
414	9" Concrete Pavement	2,722	sy	\$ 60.00	\$ 163,333
514	4" Topsoil	871	sy	\$ 4.00	\$ 3,484
614	6" Curb & Gutter	1,960	lf	\$ 5.00	\$ 9,800
714	Allotment for Turn Lanes and Median Openings	598	sy	\$ 87.00	\$ 52,032
Paving Construction Cost Subtotal:					\$ 285,707
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	8,571	
√ Pavement Markings/Markers		3%	\$	8,571	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures		\$	-		
Water		0%	\$	-	
Sewer		0%	\$	-	
√ Establish Turf / Erosion Control	None Anticipated	2%	\$	5,714	
Illumination		0%	\$	-	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 22,857
Paving and Allowance Subtotal:					\$ 308,564
Mobilization:					5% \$ 15,428
Site Preparation:					5% \$ 15,428
Construction Cost TOTAL:					\$ 340,000
Construction Contingency:					15% \$ 51,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 391,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 391,000
Engineering/Survey/Testing:		20%	\$ 78,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 234,600

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARRY MCKILLOP BLVD / FM 546 (3) 975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	This project consists of the construction of a new six-lane divided principal arterial.	K-5, L-2
Limits:			
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	3,160		
Service Area(s):	K and L		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	17,556	cy	\$ 263,333
213	Lime Treated Subgrade (8") (PI<12)	27,387	sy	\$ 191,707
313	4" TY D HMAC Underlayment	25,982	sy	\$ 129,911
413	9" Concrete Pavement	25,982	sy	\$ 1,558,933
513	4" Topsoil	14,396	sy	\$ 57,582
613	6" Curb & Gutter	12,640	lf	\$ 63,200
713	Allotment for Turn Lanes and Median Openings	1,928	sy	\$ 167,775
Paving Construction Cost Subtotal:				\$ 2,432,442
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
√ Traffic Control	None Anticipated	1%	\$	24,324
√ Pavement Markings/Markers		3%	\$	72,973
√ Roadway Drainage		25%	\$	608,110
Special Drainage Structures	None Anticipated		\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
√ Establish Turf / Erosion Control		2%	\$	48,649
√ Illumination	Standard Illumination System	6%	\$	145,947
Other:				
			Allowance Subtotal:	\$ 900,004
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 3,332,445
Mobilization:				5% \$ 166,622
Site Preparation:				5% \$ 166,622
Construction Cost TOTAL:				\$ 3,666,000
Construction Contingency:				15% \$ 549,900
Construction Cost TOTAL W/ CONTINGENCY:				\$ 4,216,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,216,000
Engineering/Survey/Testing:		20%	\$ 843,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,475,600
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 3,267,400

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:	Description:	Project No.	L-3
Name:	HARRY MCKILLOP BLVD / FM 546 (S) (1) 510' W OF HARRY MCKILLOP BLVD / FM 546 (N) TO 1,335' E OF HARRY MCKILLOP BLVD / FM	This project consists of the construction of a new six-lane divided principal arterial.	
Limits:	546 (N)		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	1,845		
Service Area(s):	L		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
113	Unclassified Street Excavation	10,250	cy	\$ 15.00	\$ 153,750	
213	Lime Treated Subgrade (8") (PI<12)	15,990	sy	\$ 7.00	\$ 111,930	
313	4" TY D HMAC Underlayment	15,170	sy	\$ 5.00	\$ 75,850	
413	9" Concrete Pavement	15,170	sy	\$ 60.00	\$ 910,200	
513	4" Topsoil	8,405	sy	\$ 4.00	\$ 33,620	
613	6" Curb & Gutter	7,380	lf	\$ 5.00	\$ 36,900	
713	Allotment for Turn Lanes and Median Openings	1,126	sy	\$ 87.00	\$ 97,957	
Paving Construction Cost Subtotal:					\$ 1,420,207	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
✓ Traffic Control	None Anticipated	1%	\$	14,202		
✓ Pavement Markings/Markers		3%	\$	42,606		
✓ Roadway Drainage		25%	\$	355,052		
✓ Special Drainage Structures	Stream Crossing		\$	250,000		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
✓ Establish Turf / Erosion Control		2%	\$	28,404		
✓ Illumination	Standard Illumination System	6%	\$	85,212		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 775,477
Paving and Allowance Subtotal:					\$ 2,195,684	
Mobilization:					5%	\$ 109,784
Site Preparation:					5%	\$ 109,784
Construction Cost TOTAL:					\$ 2,416,000	
Construction Contingency:					15%	\$ 362,400
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,779,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,779,000
Engineering/Survey/Testing:		20%	\$ 555,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 972,650
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,153,725

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	L-4
Name:	HARRY MCKILLOP BLVD / FM 546 (S) (2)	This project consists of the construction of a new six-lane divided principal arterial.		
Limits:	3,480' W OF UNNAMED D TO UNNAMED D			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	3,480			
Service Area(s):	L			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	19,333	cy	\$ 15.00	\$ 290,000
213	Lime Treated Subgrade (8") (PI<12)	30,160	sy	\$ 7.00	\$ 211,120
313	4" TY D HMAC Underlayment	28,613	sy	\$ 5.00	\$ 143,067
413	9" Concrete Pavement	28,613	sy	\$ 60.00	\$ 1,716,800
513	4" Topsoil	15,853	sy	\$ 4.00	\$ 63,413
613	6" Curb & Gutter	13,920	lf	\$ 5.00	\$ 69,600
713	Allotment for Turn Lanes and Median Openings	2,124	sy	\$ 87.00	\$ 184,765
Paving Construction Cost Subtotal:					\$ 2,678,765
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
√	Traffic Control	None Anticipated	1%	\$	26,788
√	Pavement Markings/Markers		3%	\$	80,363
√	Roadway Drainage		25%	\$	669,691
√	Special Drainage Structures	Stream Crossing		\$	250,000
	Water	None Anticipated	0%	\$	-
	Sewer	None Anticipated	0%	\$	-
√	Establish Turf / Erosion Control		2%	\$	53,575
√	Illumination	Standard Illumination System	6%	\$	160,726
	Other:				
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	1,241,143
Paving and Allowance Subtotal:					\$ 3,919,908
				Mobilization:	5% \$ 195,995
				Site Preparation:	5% \$ 195,995
Construction Cost TOTAL:					\$ 4,312,000
				Construction Contingency:	15% \$ 646,800
Construction Cost TOTAL W/ CONTINGENCY:					\$ 4,959,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,959,000
Engineering/Survey/Testing:		20%	\$ 991,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,735,650
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 3,843,225

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	L-5
Name:	HARRY MCKILLOP BLVD / FM 546 (N) (1) HARRY MCKILLOP BLVD / FM 546 (S) TO 1,865' E OF HARRY MCKILLOP BLVD / FM 546 (S)		This project consists of the construction of a new six-lane divided major arterial.	
Limits:				
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	1,865			
Service Area(s):	L			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	10,361	cy	\$ 15.00	\$ 155,417
209	Lime Treated Subgrade (8") (PI<12)	16,163	sy	\$ 7.00	\$ 113,143
309	4" TY D HMAC Underlayment	15,334	sy	\$ 5.00	\$ 76,672
409	9" Concrete Pavement	15,334	sy	\$ 60.00	\$ 920,067
509	4" Topsoil	7,253	sy	\$ 4.00	\$ 29,011
609	6" Curb & Gutter	7,460	lf	\$ 5.00	\$ 37,300
709	Allotment for Turn Lanes and Median Openings	1,138	sy	\$ 87.00	\$ 99,019
Paving Construction Cost Subtotal:					\$ 1,430,629
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	14,306	
√ Pavement Markings/Markers		3%	\$	42,919	
√ Roadway Drainage		25%	\$	357,657	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	28,613	
√ Illumination	Standard Illumination System	6%	\$	85,838	
Other:					
			Allowance Subtotal:	\$ 779,333	
**Allowances based on % of Paving Construction Cost Subtotal					
Paving and Allowance Subtotal:					\$ 2,209,962
Mobilization:					5% \$ 110,498
Site Preparation:					5% \$ 110,498
Construction Cost TOTAL:					\$ 2,431,000
Construction Contingency:					15% \$ 364,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 2,796,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,796,000
Engineering/Survey/Testing:		20%	\$ 559,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 978,600
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 2,166,900

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	K-9, L-6
Name:	AIRPORT DR (5) US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546			This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.
Limits:				
Impact Fee Class:	P6D(1/3)			
Thoroughfare Class:	Principal Arterial			
Length (lf):	13,870			
Service Area(s):	K and L			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
114	Unclassified Street Excavation	43,151	cy	\$ 10.00	\$ 431,511
214	Lime Treated Subgrade (8") (PI<12)	41,610	sy	\$ 7.00	\$ 291,270
314	9" Concrete Pavement	38,528	sy	\$ 60.00	\$ 2,311,667
414	4" Topsoil	12,329	sy	\$ 2.50	\$ 30,822
514	6" Curb & Gutter	27,740	lf	\$ 5.00	\$ 138,700
614	Allotment for Turn Lanes and Median Openings	8,464	sy	\$ 77.00	\$ 651,762
Paving Construction Cost Subtotal:					\$ 3,855,732
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	115,672	
√ Pavement Markings/Markers		3%	\$	115,672	
Roadway Drainage	None Anticipated	0%	\$	-	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	77,115	
Illumination	None Anticipated	0%	\$	-	
Other:			\$	-	
**Allowances based on % of Paving Construction Cost Subtotal		Allowance Subtotal:	\$	308,459	
Paving and Allowance Subtotal:					\$ 4,164,190
				Mobilization:	5% \$ 208,210
				Site Preparation:	5% \$ 208,210
Construction Cost TOTAL:					\$ 4,581,000
				Construction Contingency:	15% \$ 687,150
Construction Cost TOTAL W/ CONTINGENCY:					\$ 5,269,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,269,000
Engineering/Survey/Testing:		20%	\$ 1,053,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	No ROW Acquisition Costs included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 6,322,800

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	AIRPORT DR (6)	This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial. The City contributed approximately \$1,500,000 of eligible funds from '12-'19.	K-10, L-7
Limits:	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	470		
Service Area(s):	K and L		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	5,222	cy	\$ 10.00	\$ 52,222
213	Lime Treated Subgrade (8") (PI<12)	4,073	sy	\$ 7.00	\$ 28,513
313	9" Concrete Pavement	3,864	sy	\$ 60.00	\$ 231,867
413	4" Topsoil	2,141	sy	\$ 2.50	\$ 5,353
513	6" Curb & Gutter	1,880	lf	\$ 5.00	\$ 9,400
613	Allotment for Turn Lanes and Median Openings	287	sy	\$ 77.00	\$ 22,086
713	Moisture Conditioning	4,073	sy	\$ 8.00	\$ 32,587
Paving Construction Cost Subtotal:					\$ 382,027
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	Construction Phase Traffic Control	3%	\$	11,461	
√ Pavement Markings/Markers		3%	\$	11,461	
√ Roadway Drainage	Standard Internal System	25%	\$	95,507	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
√ Water	Incidental Adjustments	3%	\$	11,461	
√ Sewer	Incidental Adjustments	3%	\$	11,461	
√ Establish Turf / Erosion Control		2%	\$	7,641	
√ Illumination	Standard Illumination System	6%	\$	22,922	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 421,912
Paving and Allowance Subtotal:					\$ 803,940
Mobilization:					5% \$ 40,197
Site Preparation:					5% \$ 40,197
Construction Cost TOTAL:					\$ 885,000
Construction Contingency:					15% \$ 132,750
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,018,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,018,000
Engineering/Survey/Testing:		20%	\$ 203,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ 1,500,000
ROW/Easement Acquisition:	Existing Alignment	20%	\$ 203,600
Impact Fee Project Cost TOTAL:			\$ 2,925,200

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	L-8
Name:	UNNAMED C (3)			This project consists of the construction of a new six-lane divided principal arterial.
Limits:	US HIGHWAY 380 TO 2,435' S OF US HIGHWAY 380			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	2,435			
Service Area(s):	L			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	27,056	cy	\$ 10.00	\$ 270,556
213	Lime Treated Subgrade (8") (PI<12)	21,103	sy	\$ 7.00	\$ 147,723
313	9" Concrete Pavement	20,021	sy	\$ 60.00	\$ 1,201,267
413	4" Topsoil	11,093	sy	\$ 2.50	\$ 27,732
513	6" Curb & Gutter	9,740	lf	\$ 5.00	\$ 48,700
613	Allotment for Turn Lanes and Median Openings	1,486	sy	\$ 77.00	\$ 114,422
713	Moisture Conditioning	21,103	sy	\$ 8.00	\$ 168,827
Paving Construction Cost Subtotal:					\$ 1,979,227
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	19,792	
√ Pavement Markings/Markers		3%	\$	59,377	
√ Roadway Drainage	Standard Internal System	25%	\$	494,807	
√ Special Drainage Structures	Stream Crossing		\$	250,000	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	39,585	
√ Illumination	Standard Illumination System	6%	\$	118,754	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 982,314	
Paving and Allowance Subtotal:					\$ 2,961,540
Mobilization:					5% \$ 148,077
Site Preparation:					5% \$ 148,077
Construction Cost TOTAL:					\$ 3,258,000
Construction Contingency:					15% \$ 488,700
Construction Cost TOTAL W/ CONTINGENCY:					\$ 3,747,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,747,000
Engineering/Survey/Testing:		20%	\$ 749,400
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 1,311,450
Impact Fee Project Cost TOTAL:			\$ 5,807,850

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED C (4)	This project consists of the construction of a new six-lane divided principal arterial.	L-9, M-5
Limits:	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	1,295		
Service Area(s):	L and M		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	14,389	cy	\$ 10.00	\$ 143,889
213	Lime Treated Subgrade (8") (PI<12)	11,223	sy	\$ 7.00	\$ 78,563
313	9" Concrete Pavement	10,648	sy	\$ 60.00	\$ 638,867
413	4" Topsoil	5,899	sy	\$ 2.50	\$ 14,749
513	6" Curb & Gutter	5,180	lf	\$ 5.00	\$ 25,900
613	Allotment for Turn Lanes and Median Openings	790	sy	\$ 77.00	\$ 60,853
713	Moisture Conditioning	11,223	sy	\$ 8.00	\$ 89,787
Paving Construction Cost Subtotal:					\$ 1,052,607
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
✓ Traffic Control	None Anticipated	1%	\$	10,526	
✓ Pavement Markings/Markers		3%	\$	31,578	
✓ Roadway Drainage	Standard Internal System	25%	\$	263,152	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
✓ Establish Turf / Erosion Control		2%	\$	21,052	
✓ Illumination	Standard Illumination System	6%	\$	63,156	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 389,465
Paving and Allowance Subtotal:					\$ 1,442,072
Mobilization:					5% \$ 72,104
Site Preparation:					5% \$ 72,104
Construction Cost TOTAL:					\$ 1,587,000
Construction Contingency:					15% \$ 238,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 1,826,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,826,000
Engineering/Survey/Testing:		20%	\$ 365,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 639,100
Impact Fee Project Cost TOTAL:			\$ 2,830,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

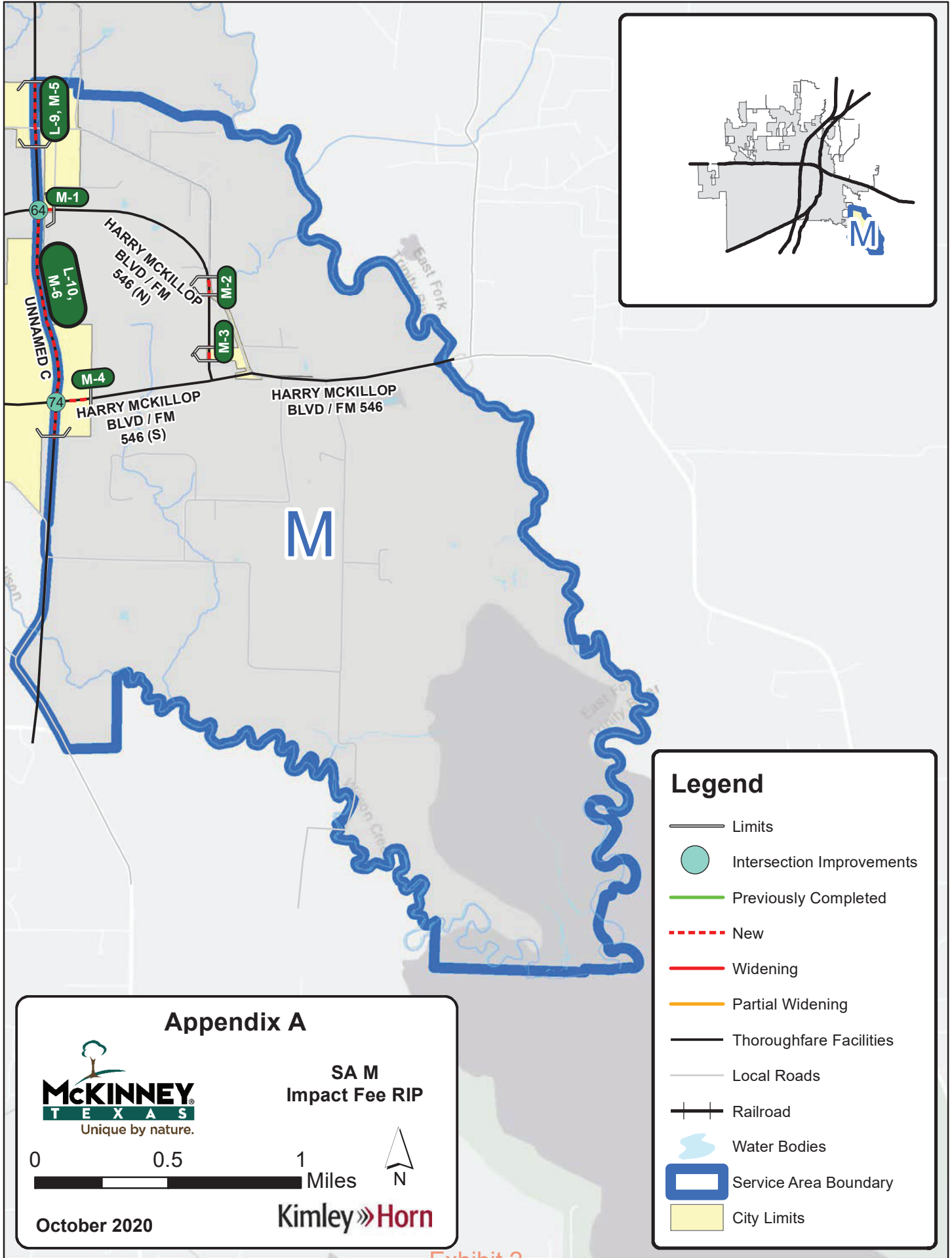
Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED C (5) HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	This project consists of the construction of a new six-lane divided principal arterial.	L-10, M-6
Limits:			
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	4,580		
Service Area(s):	L and M		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
113	Unclassified Street Excavation	50,889	cy	\$ 10.00	\$ 508,889	
213	Lime Treated Subgrade (8") (PI<12)	39,693	sy	\$ 7.00	\$ 277,853	
313	9" Concrete Pavement	37,658	sy	\$ 60.00	\$ 2,259,467	
413	4" Topsoil	20,864	sy	\$ 2.50	\$ 52,161	
513	6" Curb & Gutter	18,320	lf	\$ 5.00	\$ 91,600	
613	Allotment for Turn Lanes and Median Openings	2,795	sy	\$ 77.00	\$ 215,218	
713	Moisture Conditioning	39,693	sy	\$ 8.00	\$ 317,547	
Paving Construction Cost Subtotal:					\$ 3,722,734	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
✓ Traffic Control	None Anticipated	1%	\$	37,227		
✓ Pavement Markings/Markers		3%	\$	111,682		
✓ Roadway Drainage	Standard Internal System	25%	\$	930,684		
Special Drainage Structures	None Anticipated		\$	-		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
✓ Establish Turf / Erosion Control		2%	\$	74,455		
✓ Illumination	Standard Illumination System	6%	\$	223,364		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 1,377,412
Paving and Allowance Subtotal:					\$ 5,100,146	
Mobilization:					5%	\$ 255,007
Site Preparation:					5%	\$ 255,007
Construction Cost TOTAL:					\$ 5,611,000	
Construction Contingency:					15%	\$ 841,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 6,453,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,453,000
Engineering/Survey/Testing:		20%	\$ 1,290,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 2,258,550
Impact Fee Project Cost TOTAL:			\$ 10,002,150

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Appendix A



**SA M
Impact Fee RIP**



October 2020

Kimley»Horn

Legend

- Limits
- Intersection Improvements
- Previously Completed
- New
- Widening
- Partial Widening
- Thoroughfare Facilities
- Local Roads
- Railroad
- Water Bodies
- Service Area Boundary
- City Limits

City of McKinney - 2019 Roadway Impact Fee Update
 Roadway Improvement Plan for Roadway Impact Fees
 Appendix A - Summary of Conceptual Level Project Cost Projections

Roadway Improvements - Service Area M

#	Costing Class	Project	Limits	Total Cost	Percent in Service Area	Cost in Service Area
M-1	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (2)	110' E OF UNNAMED C TO 300' E OF UNNAMED C	\$ 196,075	50%	\$ 98,038
M-2	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (3)	1,700' N OF HARRY MCKILLOP BLVD / FM 546 TO 2,050' N OF HARRY MCKILLOP BLVD / FM 546	\$ 361,150	50%	\$ 180,575
M-3	M6D	HARRY MCKILLOP BLVD / FM 546 (N) (4)	405' N OF HARRY MCKILLOP BLVD / FM 546 TO 675' N OF HARRY MCKILLOP BLVD / FM 546	\$ 279,000	50%	\$ 139,500
M-4	P6D	HARRY MCKILLOP BLVD / FM 546 (S) (3)	UNNAMED C TO 695' E OF UNNAMED C	\$ 719,975	100%	\$ 719,975
L-9, M-5	P6D	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	\$ 2,830,300	50%	\$ 1,415,150
L-10, M-6	P6D	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	\$ 10,002,150	50%	\$ 5,001,075
64	Inter-	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (N)	\$ 300,000	50%	\$ 150,000
74	section	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)	\$ 300,000	50%	\$ 150,000
				\$ 14,988,650		\$ 7,854,313

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	M-1
Name:	HARRY MCKILLOP BLVD / FM 546 (N) (2)		This project consists of the construction of a new six-lane divided major arterial.	
Limits:	110' E OF UNNAMED C TO 300' E OF UNNAMED C			
Impact Fee Class:	M6D			
Thoroughfare Class:	Major Arterial			
Length (lf):	190			
Service Area(s):	M			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	1,056	cy	\$ 15.00	\$ 15,833
209	Lime Treated Subgrade (8") (PI<12)	1,647	sy	\$ 7.00	\$ 11,527
309	4" TY D HMAC Underlayment	1,562	sy	\$ 5.00	\$ 7,811
409	9" Concrete Pavement	1,562	sy	\$ 60.00	\$ 93,733
509	4" Topsoil	739	sy	\$ 4.00	\$ 2,956
609	6" Curb & Gutter	760	lf	\$ 5.00	\$ 3,800
709	Allotment for Turn Lanes and Median Openings	116	sy	\$ 87.00	\$ 10,088
Paving Construction Cost Subtotal:					\$ 145,748
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	1,457	
√ Pavement Markings/Markers		3%	\$	4,372	
√ Roadway Drainage		25%	\$	36,437	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	2,915	
√ Illumination	Standard Illumination System	6%	\$	8,745	
Other:					
			Allowance Subtotal:	\$	53,927
Paving and Allowance Subtotal:					\$ 199,674
				Mobilization:	5% \$ 9,984
				Site Preparation:	5% \$ 9,984
Construction Cost TOTAL:					\$ 220,000
				Construction Contingency:	15% \$ 33,000
Construction Cost TOTAL W/ CONTINGENCY:					\$ 253,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 253,000
Engineering/Survey/Testing:		20%	\$ 50,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 88,550
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 196,075

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:	Description:	Project No.	M-2
Name:	HARRY MCKILLOP BLVD / FM 546 (N) (3) 1,700' N OF HARRY MCKILLOP BLVD / FM 546 TO 2,050' N OF HARRY MCKILLOP BLVD / FM 546	This project consists of the construction of a new six-lane divided major arterial.	
Limits:			
Impact Fee Class:	M6D		
Thoroughfare Class:	Major Arterial		
Length (lf):	350		
Service Area(s):	M		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
109	Unclassified Street Excavation	1,944	cy	\$ 15.00	\$ 29,167	
209	Lime Treated Subgrade (8") (PI<12)	3,033	sy	\$ 7.00	\$ 21,233	
309	4" TY D HMAC Underlayment	2,878	sy	\$ 5.00	\$ 14,389	
409	9" Concrete Pavement	2,878	sy	\$ 60.00	\$ 172,667	
509	4" Topsoil	1,361	sy	\$ 4.00	\$ 5,444	
609	6" Curb & Gutter	1,400	lf	\$ 5.00	\$ 7,000	
709	Allotment for Turn Lanes and Median Openings	214	sy	\$ 87.00	\$ 18,583	
Paving Construction Cost Subtotal:					\$ 268,483	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
√ Traffic Control	None Anticipated	1%	\$	2,685		
√ Pavement Markings/Markers		3%	\$	8,054		
√ Roadway Drainage		25%	\$	67,121		
Special Drainage Structures	None Anticipated		\$	-		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
√ Establish Turf / Erosion Control		2%	\$	5,370		
√ Illumination	Standard Illumination System	6%	\$	16,109		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 99,339
Paving and Allowance Subtotal:					\$ 367,821	
Mobilization:					5%	\$ 18,391
Site Preparation:					5%	\$ 18,391
Construction Cost TOTAL:					\$ 405,000	
Construction Contingency:					15%	\$ 60,750
Construction Cost TOTAL W/ CONTINGENCY:					\$ 466,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 466,000
Engineering/Survey/Testing:		20%	\$ 93,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 163,100
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 361,150

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	HARRY MCKILLOP BLVD / FM 546 (N) (4)	405' N OF HARRY MCKILLOP BLVD / FM 546 TO 675' N OF HARRY MCKILLOP BLVD / FM 546	M-3 This project consists of the construction of a new six-lane divided major arterial.
Limits:	MCKILLOP BLVD / FM 546		
Impact Fee Class:	M6D		
Thoroughfare Class:	Major Arterial		
Length (lf):	270		
Service Area(s):	M		

Roadway Construction Cost Projection						
No.	Item Description	Quantity	Unit	Unit Price	Item Cost	
109	Unclassified Street Excavation	1,500	cy	\$ 15.00	\$ 22,500	
209	Lime Treated Subgrade (8") (PI<12)	2,340	sy	\$ 7.00	\$ 16,380	
309	4" TY D HMAC Underlayment	2,220	sy	\$ 5.00	\$ 11,100	
409	9" Concrete Pavement	2,220	sy	\$ 60.00	\$ 133,200	
509	4" Topsoil	1,050	sy	\$ 4.00	\$ 4,200	
609	6" Curb & Gutter	1,080	lf	\$ 5.00	\$ 5,400	
709	Allotment for Turn Lanes and Median Openings	165	sy	\$ 87.00	\$ 14,335	
Paving Construction Cost Subtotal:					\$ 207,115	
Major Construction Component Allowances**:						
Item Description	Notes	Allowance	Item Cost			
✓ Traffic Control	None Anticipated	1%	\$	2,071		
✓ Pavement Markings/Markers		3%	\$	6,213		
✓ Roadway Drainage		25%	\$	51,779		
Special Drainage Structures	None Anticipated		\$	-		
Water	None Anticipated	0%	\$	-		
Sewer	None Anticipated	0%	\$	-		
✓ Establish Turf / Erosion Control		2%	\$	4,142		
✓ Illumination	Standard Illumination System	6%	\$	12,427		
Other:						
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal:	\$ 76,633
Paving and Allowance Subtotal:					\$ 283,748	
Mobilization:					5%	\$ 14,187
Site Preparation:					5%	\$ 14,187
Construction Cost TOTAL:					\$ 313,000	
Construction Contingency:					15%	\$ 46,950
Construction Cost TOTAL W/ CONTINGENCY:					\$ 360,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 360,000
Engineering/Survey/Testing:		20%	\$ 72,000
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 126,000
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 279,000

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.	M-4
Name:	HARRY MCKILLOP BLVD / FM 546 (S) (3)	This project consists of the construction of a new six-lane divided principal arterial.		
Limits:	UNNAMED C TO 695' E OF UNNAMED C			
Impact Fee Class:	P6D			
Thoroughfare Class:	Principal Arterial			
Length (lf):	695			
Service Area(s):	M			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	3,861	cy	\$ 15.00	\$ 57,917
213	Lime Treated Subgrade (8") (PI<12)	6,023	sy	\$ 7.00	\$ 42,163
313	4" TY D HMAC Underlayment	5,714	sy	\$ 5.00	\$ 28,572
413	9" Concrete Pavement	5,714	sy	\$ 60.00	\$ 342,867
513	4" Topsoil	3,166	sy	\$ 4.00	\$ 12,664
613	6" Curb & Gutter	2,780	lf	\$ 5.00	\$ 13,900
713	Allotment for Turn Lanes and Median Openings	424	sy	\$ 87.00	\$ 36,900
Paving Construction Cost Subtotal:					\$ 534,983
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
√ Traffic Control	None Anticipated	1%	\$	5,350	
√ Pavement Markings/Markers		3%	\$	16,049	
√ Roadway Drainage		25%	\$	133,746	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
√ Establish Turf / Erosion Control		2%	\$	10,700	
√ Illumination	Standard Illumination System	6%	\$	32,099	
Other:					
			Allowance Subtotal:	\$	197,944
Paving and Allowance Subtotal:					\$ 732,927
Mobilization:					5% \$ 36,646
Site Preparation:					5% \$ 36,646
Construction Cost TOTAL:					\$ 807,000
Construction Contingency:					15% \$ 121,050
Construction Cost TOTAL W/ CONTINGENCY:					\$ 929,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 929,000
Engineering/Survey/Testing:		20%	\$ 185,800
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 325,150
Impact Fee Project Cost TOTAL (50% City Contribution)			\$ 719,975

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED C (4)	This project consists of the construction of a new six-lane divided principal arterial.	L-9, M-5
Limits:	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	1,295		
Service Area(s):	M and L		

Roadway Construction Cost Projection				
No.	Item Description	Quantity	Unit	Item Cost
113	Unclassified Street Excavation	14,389	cy	\$ 143,889
213	Lime Treated Subgrade (8") (PI<12)	11,223	sy	\$ 78,563
313	9" Concrete Pavement	10,648	sy	\$ 638,867
413	4" Topsoil	5,899	sy	\$ 14,749
513	6" Curb & Gutter	5,180	lf	\$ 25,900
613	Allotment for Turn Lanes and Median Openings	790	sy	\$ 60,853
713	Moisture Conditioning	11,223	sy	\$ 89,787
Paving Construction Cost Subtotal:				\$ 1,052,607
Major Construction Component Allowances**:				
Item Description	Notes	Allowance	Item Cost	
✓ Traffic Control	None Anticipated	1%	\$	10,526
✓ Pavement Markings/Markers		3%	\$	31,578
✓ Roadway Drainage	Standard Internal System	25%	\$	263,152
Special Drainage Structures	None Anticipated		\$	-
Water	None Anticipated	0%	\$	-
Sewer	None Anticipated	0%	\$	-
✓ Establish Turf / Erosion Control		2%	\$	21,052
✓ Illumination	Standard Illumination System	6%	\$	63,156
Other:				
			Allowance Subtotal:	\$ 389,465
**Allowances based on % of Paving Construction Cost Subtotal				
Paving and Allowance Subtotal:				\$ 1,442,072
Mobilization:				5% \$ 72,104
Site Preparation:				5% \$ 72,104
Construction Cost TOTAL:				\$ 1,587,000
Construction Contingency:				15% \$ 238,050
Construction Cost TOTAL W/ CONTINGENCY:				\$ 1,826,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,826,000
Engineering/Survey/Testing:		20%	\$ 365,200
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 639,100
Impact Fee Project Cost TOTAL:			\$ 2,830,300

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City of McKinney
2019 Roadway Impact Fee Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/6/2020

Project Information:		Description:	Project No.
Name:	UNNAMED C (5)	This project consists of the construction of a new six-lane divided principal arterial.	L-10, M-6
Limits:	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)		
Impact Fee Class:	P6D		
Thoroughfare Class:	Principal Arterial		
Length (lf):	4,580		
Service Area(s):	M and L		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
113	Unclassified Street Excavation	50,889	cy	\$ 10.00	\$ 508,889
213	Lime Treated Subgrade (8") (PI<12)	39,693	sy	\$ 7.00	\$ 277,853
313	9" Concrete Pavement	37,658	sy	\$ 60.00	\$ 2,259,467
413	4" Topsoil	20,864	sy	\$ 2.50	\$ 52,161
513	6" Curb & Gutter	18,320	lf	\$ 5.00	\$ 91,600
613	Allotment for Turn Lanes and Median Openings	2,795	sy	\$ 77.00	\$ 215,218
713	Moisture Conditioning	39,693	sy	\$ 8.00	\$ 317,547
Paving Construction Cost Subtotal:					\$ 3,722,734
Major Construction Component Allowances**:					
Item Description	Notes	Allowance	Item Cost		
✓ Traffic Control	None Anticipated	1%	\$	37,227	
✓ Pavement Markings/Markers		3%	\$	111,682	
✓ Roadway Drainage	Standard Internal System	25%	\$	930,684	
Special Drainage Structures	None Anticipated		\$	-	
Water	None Anticipated	0%	\$	-	
Sewer	None Anticipated	0%	\$	-	
✓ Establish Turf / Erosion Control		2%	\$	74,455	
✓ Illumination	Standard Illumination System	6%	\$	223,364	
Other:					
**Allowances based on % of Paving Construction Cost Subtotal					Allowance Subtotal: \$ 1,377,412
Paving and Allowance Subtotal:					\$ 5,100,146
Mobilization:					5% \$ 255,007
Site Preparation:					5% \$ 255,007
Construction Cost TOTAL:					\$ 5,611,000
Construction Contingency:					15% \$ 841,650
Construction Cost TOTAL W/ CONTINGENCY:					\$ 6,453,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,453,000
Engineering/Survey/Testing:		20%	\$ 1,290,600
2008 - 2012 City contribution			\$ -
2012 - 2019 City contribution			\$ -
ROW/Easement Acquisition:	New Roadway Alignment	35%	\$ 2,258,550
Impact Fee Project Cost TOTAL:			\$ 10,002,150

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Appendix B – Roadway Impact Fee RIP Service Units of Supply

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI SUPPLY PK-HR TOTAL	VEHFT SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
A-1, C-1	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	3,326	6	M6D	New	50%	700	1,323	6,985,000	6,985,000	0	1,323	\$ 7,715,900	\$ 3,857,950
A-2, D-1	UNNAMED 5 (3)	CR 168 TO 1,560' E OF CR 168	1,584	6	M6D	New	50%	700	630	3,326,000	3,326,000	0	630	\$ 7,517,500	\$ 3,758,750
A-3	STONEBRIDGE DR (1)	2,635' N OF UNNAMED 5 TO UNNAMED 5	2,640	4	G4D	New	50%	700	700	3,696,000	3,696,000	0	700	\$ 4,679,450	\$ 2,339,725
SUBTOTAL									2,653			0	2,653	\$ 19,912,850	\$ 9,956,425

TOTAL COST IN SERVICE AREA A \$ 11,692

\$ 9,968,117

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

10/6/2020

Service Area B

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI SUPPLY PK-HR TOTAL	VEHFT SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-1, D-2	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	2,270	6	M6D	New	50%	700	903	4,768,000	4,768,000	0	903	\$ 4,904,200	\$ 2,452,100
B-2	HARDIN BLVD (1)	CR 204 TO CR 206	422	6	G6D	100	50%	700	168	887,800	887,800	4	164	\$ 877,800	\$ 438,900
B-3	HARDIN BLVD (2)	1,670' N OF OLYMPIC TO 730' S OF OLYMPIC	2,376	6	G6D	100	50%	700	945	4,990,000	4,990,000	23	923	\$ 4,837,000	\$ 2,418,500
B-4	HARDIN BLVD (3)	1,940' N OF UNNAMED 5 TO UNNAMED 5	1,954	6	G6D	New	100%	700	1,554	8,205,000	8,205,000	0	1,554	\$ 4,090,450	\$ 4,090,450
1	Signal	HARDIN BLVD & OLYMPIC					50%							\$ 300,000	\$ 150,000
3	Signal	HARDIN BLVD & UNNAMED 5					50%							\$ 300,000	\$ 150,000
SUBTOTAL									3,570			27	3,544	\$ 15,309,450	\$ 9,699,950

TOTAL COST IN SERVICE AREA B \$ 9,711,642

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Service Area C

10/6/2020

Project ID #	Roadway	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-T SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
A-1, C-1	UNNAMED 5 (1)	635' W OF STONEBRIDGE DR TO CR 168	3,326	6	M6D	New	50%	700	1,323	6,985,440	0	1,323	\$ 7,715,900	\$ 3,857,950
C-2	UNNAMED 5 (2)	RIDGE RD TO 1,505' E OF RIDGE RD	1,531	6	M6D	100	50%	700	609	3,215,520	15	595	\$ 3,137,400	\$ 1,568,700
C-3	LAUD HOWELL PKWY (1)	695' W OF CUSTER RD TO CUSTER RD	686	6	G6D	542	50%	700	273	1,441,440	35	238	\$ 665,000	\$ 332,500
C-4	LAUD HOWELL PKWY (2)	CUSTER RD TO 1,225' E OF CUSTER RD	1,214	6	G6D	841	100%	700	966	5,100,480	125	841	\$ 1,171,800	\$ 1,171,800
C-5	LAUD HOWELL PKWY (3)	1,225' E OF CUSTER RD TO 2,070' E OF CUSTER RD	845	6	G6D	542	50%	700	336	1,774,080	43	293	\$ 808,500	\$ 404,250
C-6	LAUD HOWELL PKWY (4)	840' E OF STONEBRIDGE DR TO 2,905' E OF STONEBRIDGE DR	2,059	6	G6D	542	50%	700	819	4,324,320	106	713	\$ 2,859,500	\$ 1,429,750
C-7	LAUD HOWELL PKWY (5)	1,985' W OF RIDGE RD TO 1,230' E OF RIDGE RD	3,221	6	G6D	542	50%	700	1,281	6,763,680	165	1,116	\$ 3,073,000	\$ 1,536,500
C-8	BLOOMDALE RD (1)	CUSTER RD TO 1,310' E OF CUSTER RD	1,320	6	P6D	316	100%	780	1,170	6,177,600	79	1,091	\$ 3,179,400	\$ 3,179,400
C-9	BLOOMDALE RD (2)	1,310' E OF CUSTER RD TO 2,030' W OF STONEBRIDGE DR	2,112	6	P6D	316	50%	780	936	4,942,080	63	873	\$ 4,838,400	\$ 2,419,200
C-10	BLOOMDALE RD (3)	2,030' W OF STONEBRIDGE DR TO 3,245' E OF STONEBRIDGE DR	5,280	6	P6D	316	100%	780	4,680	24,710,400	316	4,964	\$ 13,314,000	\$ 13,314,000
C-11	BLOOMDALE RD (4)	3,245' E OF STONEBRIDGE DR TO 695' W OF RIDGE RD	1,373	6	P6D	316	50%	780	608	3,212,952	41	567	\$ 3,282,800	\$ 1,646,400
C-12	BLOOMDALE RD (5)	695' W OF RIDGE RD TO RIDGE RD	686	6	P6D	316	100%	780	608	3,212,952	41	567	\$ 3,282,800	\$ 1,646,400
C-13	BLOOMDALE RD (6)	3,400' W OF LAKE FOREST DR TO 815' E OF STONEBRIDGE DR	3,379	4	P6D(2/3)	New	50%	780	998	5,271,552	0	998	\$ 4,650,800	\$ 2,325,400
C-14	WILMETH RD (1)	3,725' W OF STONEBRIDGE DR TO 815' E OF STONEBRIDGE DR	4,541	4	G4D	New	100%	700	2,408	12,714,240	0	2,408	\$ 8,845,850	\$ 8,845,850
C-15	WILMETH RD (2)	815' E OF STONEBRIDGE DR TO 995' W OF RIDGE RD	3,326	4	G4D	34	50%	700	882	4,656,960	11	871	\$ 6,200,600	\$ 3,100,300
C-16	WILMETH RD (3)	RIDGE RD TO 985' E OF RIDGE RD	581	4	G4D(1/2)	131	100%	700	308	1,626,240	14	294	\$ 1,593,000	\$ 1,593,000
C-17	WILMETH RD (4)	1,095' E OF RIDGE RD TO 1,365' E OF RIDGE RD	264	4	G4D(1/2)	131	100%	700	140	739,200	7	133	\$ 708,000	\$ 708,000
C-18	CUSTER RD (1)	1,855' N OF LAUD HOWELL PKWY TO LAUD HOWELL PKWY	1,848	6	P6D	615	50%	780	819	4,324,320	108	711	\$ 1,834,000	\$ 917,000
C-19	CUSTER RD (2)	LAUD HOWELL PKWY TO 2,775' N OF BLOOMDALE RD	2,798	6	P6D	New	100%	780	2,480	13,086,512	0	2,480	\$ 2,869,825	\$ 2,869,825
C-20	CUSTER RD (3)	2,655' N OF BLOOMDALE RD TO 375' N OF WILMETH RD	6,283	6	P6D	1,111	50%	780	2,785	14,702,688	661	2,124	\$ 8,071,300	\$ 4,035,650
C-21	STONEBRIDGE DR (2)	UNNAMED 5 TO 1,280' S OF UNNAMED 5	1,267	4	G4D	New	100%	700	672	3,548,160	0	672	\$ 2,763,650	\$ 2,763,650
C-22	STONEBRIDGE DR (3)	1,570' S OF LAUD HOWELL PKWY TO 280' S OF WILMETH RD	7,973	4	G4D	New	100%	700	4,228	22,323,840	0	4,228	\$ 14,194,900	\$ 14,194,900
C-23	STONEBRIDGE DR (4)	280' S OF WILMETH RD TO 1,195' S OF WILMETH RD	898	4	G4D	New	50%	700	238	1,296,640	0	238	\$ 2,117,300	\$ 1,088,650
C-24	STONEBRIDGE DR (5)	1,195' S OF WILMETH RD TO 5,555' S OF WILMETH RD	4,382	4	G4D	New	100%	700	2,324	12,270,720	0	2,324	\$ 8,232,050	\$ 8,232,050
C-25	STONEBRIDGE DR (6)	560' N OF US HIGHWAY 380 TO US HIGHWAY 380	581	4	G4D	New	100%	700	308	1,626,240	0	308	\$ 1,030,750	\$ 1,030,750
C-26	RIDGE RD (1)	UNNAMED 5 TO 1,485' S OF UNNAMED 5	1,478	6	M6D	100	50%	700	588	3,104,640	14	574	\$ 3,095,400	\$ 1,547,700
C-27	RIDGE RD (2)	LAUD HOWELL PKWY TO BAXTER WELL RD	3,115	6	M6D	New	100%	700	2,478	13,083,840	0	2,478	\$ 7,267,950	\$ 7,267,950
C-28	RIDGE RD (3)	BAXTER WELL RD TO 2,160' S OF BLOOMDALE RD	4,382	6	M6D	87	50%	700	1,743	9,203,040	36	1,707	\$ 9,144,800	\$ 4,572,400
C-29	RIDGE RD (4)	1,590' N OF WILMETH RD TO WILMETH RD	1,594	6	M6D	87	50%	700	630	3,266,400	13	617	\$ 3,756,200	\$ 1,878,100
C-30	RIDGE RD (5)	WILMETH RD TO 2,260' S OF WILMETH RD	2,270	6	M6D	New	100%	700	1,806	9,535,680	0	1,806	\$ 7,411,200	\$ 7,411,200
C-31	RIDGE RD (6)	1,860' N OF US HIGHWAY 380 TO 1,390' N OF US HIGHWAY 380	475	6	M6D	New	50%	700	189	997,920	0	189	\$ 1,455,000	\$ 727,500
C-32	RIDGE RD (7)	775' N OF US HIGHWAY 380 TO US HIGHWAY 380	792	6	M6D	New	100%	700	630	3,326,400	0	630	\$ 2,857,200	\$ 2,857,200
C-33	LAKE FOREST DR (2)	BLOOMDALE RD TO WILMETH RD	5,386	6	M6D(1/3)	841	50%	700	2,142	11,309,760	429	1,713	\$ 5,008,981	\$ 2,504,491
C-34, D-22	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	5,174	2	M6D(1/3)	New	50%	700	686	3,622,080	0	686	\$ 2,350,800	\$ 1,175,400
2	Signal	RIDGE RD & UNNAMED 5					25%							
4	Signal	LAUD HOWELL PKWY & CUSTER RD					75%							
5	Signal	LAUD HOWELL PKWY & RIDGE RD					50%							
12	Intersection Improvement	CUSTER RD & BLOOMDALE RD					50%							
13	Signal	BLOOMDALE RD & STONEBRIDGE DR					50%							
14	Signal	BLOOMDALE RD & RIDGE RD					50%							
15	Signal	BLOOMDALE RD & LAKE FOREST DR					25%							
23	Signal	STONEBRIDGE DR & WILMETH RD					100%							
24	Signal	WILMETH RD & RIDGENOLL AVE					100%							
25	Roundabout	LAKE FOREST DR & WILMETH RD					50%							
33	Signal Mod	US HIGHWAY 380 & STONEBRIDGE DR					50%							
34	Signal	US HIGHWAY 380 & FOREST RIDGE LN					50%							
35	Signal	US HIGHWAY 380 & AUBURN HILLS PKWY					50%							
SUBTOTAL									43,032		2,321	40,771	\$ 156,098,456	\$ 116,870,616

TOTAL COST IN SERVICE AREA C \$ 116,882,308

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Service Area D

10/6/2020

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-T SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
A-2, D-1	UNNAMED 5 (3)	CR 168 TO 1.560' E OF CR 168	1,584	6	M6D	New	50%	700	630	4,738,000	0	630	\$ 7,517,500	\$ 3,758,750
B-1, D-2	UNNAMED 5 (4)	1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD	2,270	6	M6D	New	50%	700	903	4,904,200	0	903	\$ 4,904,200	\$ 2,452,100
D-3	LAUD HOWELL PKWY (6)	LAKE FOREST DR TO 1860' E OF HARDIN BLVD	13,992	6	G6D	New	100%	700	11,130	58,766,000	0	11,130	\$ 39,497,100	\$ 39,497,100
D-4	LAUD HOWELL PKWY (7)	4,170' N OF TRINITY FALLS PKWY TO 240' N OF TRINITY FALLS PKWY	3,007	6	G6D	New	100%	700	3,108	16,410,000	0	3,108	\$ 8,774,550	\$ 8,774,550
D-5	LAUD HOWELL PKWY (8)	240' N OF TRINITY FALLS PKWY TO US HIGHWAY 75	2,006	6	G6D(1/3)	802	100%	700	1,596	8,427,000	305	1,291	\$ 2,220,027	\$ 2,220,027
D-6	TRINITY FALLS PKWY (1)	HARDIN BLVD TO 1,910' E OF HARDIN BLVD	1,901	4	G4D	100	100%	700	1,008	5,322,000	36	972	\$ 2,243,800	\$ 2,243,800
D-7	TRINITY FALLS PKWY (2)	1,910' E OF HARDIN BLVD TO 2,675' E OF HARDIN BLVD	739	4	G4D	100	50%	700	196	1,035,000	7	189	\$ 1,900,600	\$ 650,300
D-8	TRINITY FALLS PKWY (3)	COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY	1,706	4	G4D	New	50%	700	476	2,513,000	0	476	\$ 5,976,800	\$ 2,988,400
D-9	TRINITY FALLS PKWY (4)	LAUD HOWELL PKWY TO 2,200' W OF LAUD HOWELL PKWY	2,218	4	G4D	New	100%	700	1,176	6,289,000	0	1,176	\$ 8,416,050	\$ 6,418,050
D-10	TRINITY FALLS PKWY (5)	4,215' N OF WESTON RD TO LAUD HOWELL PKWY	5,944	6	M6D(1/3)	1,229	100%	700	4,410	23,285,000	1,291	3,119	\$ 7,622,400	\$ 7,622,400
D-11	BLOOMDALE RD (7)	1,485' E OF CR 1006 TO 1,215' W OF CR 1007	1,531	6	P6D	12	50%	780	796	4,201,000	2	794	\$ 3,799,600	\$ 1,899,800
D-12	BLOOMDALE RD (8)	1,225' W OF CR 1007 TO CR 1007	1,214	6	P6D	12	50%	780	1,357	7,166,000	3	1,354	\$ 3,206,000	\$ 3,206,000
D-13	BLOOMDALE RD (9)	CR 1007 TO HARDIN BLVD	1,954	6	P6D(2/3)	New	100%	780	1,732	9,143,000	0	1,732	\$ 5,895,810	\$ 5,895,810
D-14	BLOOMDALE RD (10)	HARDIN BLVD TO COMMUNITY AVE	2,587	6	P6D(1/3)	New	100%	780	2,293	12,108,000	0	2,293	\$ 5,165,390	\$ 5,165,390
D-15	WILMETH RD (5)	LAKE FOREST DR TO UNNAMED A	4,752	4	G4D	New	50%	700	1,260	6,653,000	0	1,260	\$ 10,991,050	\$ 5,495,525
D-16	WILMETH RD (6)	UNNAMED A TO 825' E OF UNNAMED A	845	4	G4D	86	100%	700	448	2,365,000	14	434	\$ 1,401,400	\$ 1,401,400
D-17	WILMETH RD (7)	825' E OF TAYLOR-BURK DR TO 1,380' E OF TAYLOR-BURK DR	581	2	G4D(1/2)	New	100%	700	154	813,000	0	154	\$ 1,401,400	\$ 1,401,400
D-18	WILMETH RD (8)	1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD	2,218	4	G4D	86	50%	700	568	3,105,000	18	570	\$ 3,803,800	\$ 411,600
D-19	WILMETH RD (9)	HARDIN BLVD TO US HIGHWAY 75	6,225	2	M6D(1/3)	New	100%	700	1,624	8,575,000	0	1,624	\$ 2,799,600	\$ 2,799,600
D-20	LAKE FOREST DR (1)	LAUD HOWELL PKWY TO 3,200' S OF LAUD HOWELL PKWY	3,221	6	G6D	466	50%	700	1,281	6,784,000	142	1,139	\$ 6,448,400	\$ 3,224,200
C-34, D-22	LAKE FOREST DR (3)	WILMETH RD TO US HIGHWAY 380	5,174	2	M6D(1/3)	New	50%	700	686	3,622,000	0	686	\$ 2,350,800	\$ 1,175,400
D-23	UNNAMED A (1)	5,785' N OF LAUD HOWELL PKWY TO 2,710' S OF LAUD HOWELL PKWY	8,901	4	G4D	New	100%	700	4,508	23,802,000	0	4,508	\$ 17,435,950	\$ 17,435,950
D-24	UNNAMED A (2)	2,710' S OF LAUD HOWELL PKWY TO BLOOMDALE RD	2,587	4	G4D	New	50%	700	686	3,622,000	0	686	\$ 4,598,850	\$ 2,299,425
D-25	UNNAMED A (3)	1,050' N OF WILMETH RD TO WILMETH RD	1,109	4	G4D	86	50%	700	294	1,552,000	9	285	\$ 1,876,000	\$ 938,000
D-26	UNNAMED A (4)	WILMETH RD TO HARDIN BLVD	3,960	4	M4D	New	100%	700	2,100	11,086,000	0	2,100	\$ 5,995,050	\$ 5,995,050
D-27	TAYLOR-BURK DR (1)	HARDIN BLVD TO SKYLINE DR	1,478	4	M4D	New	100%	700	784	4,140,000	0	784	\$ 2,038,250	\$ 2,038,250
D-28	HARDIN BLVD (4)	UNNAMED 5 TO 1,590' S OF UNNAMED 5	1,531	6	G6D	New	50%	700	609	3,216,000	0	609	\$ 3,267,400	\$ 1,633,700
D-29	HARDIN BLVD (5)	1,545' S OF UNNAMED 5 TO TRINITY FALLS PKWY	7,966	6	G6D	New	100%	700	5,796	30,603,000	0	5,796	\$ 21,290,800	\$ 21,290,800
D-30	HARDIN BLVD (6)	TRINITY FALLS PKWY TO 1,815' S OF TRINITY FALLS PKWY	1,795	6	G6D	12	50%	700	714	3,770,000	2	712	\$ 4,102,000	\$ 2,051,000
D-31	HARDIN BLVD (7)	1,815' S OF TRINITY FALLS PKWY TO 1,190' S OF BLOOMDALE RD	1,901	6	G6D	New	100%	700	1,512	7,983,000	0	1,512	\$ 4,539,400	\$ 4,539,400
D-32	HARDIN BLVD (8)	1,190' S OF BLOOMDALE RD TO 3,590' S OF BLOOMDALE RD	2,376	2	G6D(1/3)	New	100%	630	630	3,326,000	0	630	\$ 1,070,400	\$ 1,070,400
D-33	HARDIN BLVD (9)	3,590' S OF BLOOMDALE RD TO WILMETH RD	1,742	4	G6D(2/3)	New	50%	700	462	2,439,000	0	462	\$ 2,249,800	\$ 1,124,900
D-34	HARDIN BLVD (10)	WILMETH RD TO US HIGHWAY 380	6,484	2	G6D(1/3)	New	100%	700	1,722	9,092,000	0	1,722	\$ 2,904,000	\$ 2,904,000
D-35	COMMUNITY AVE (1)	TRINITY FALLS PKWY TO 1,275' S OF TRINITY FALLS PKWY	1,267	4	G4D	387	100%	700	672	3,548,000	93	579	\$ 2,164,400	\$ 2,164,400
D-36	COMMUNITY AVE (2)	1,275' S OF TRINITY FALLS PKWY TO BLOOMDALE RD	2,640	2	G4D(1/2)	New	100%	700	700	3,696,000	0	700	\$ 1,960,000	\$ 1,960,000
D-37	COMMUNITY AVE (3)	BLOOMDALE RD TO 2,305' S OF BLOOMDALE RD	2,323	2	M4U(1/2)	New	50%	525	462	2,439,000	0	462	\$ 1,174,600	\$ 1,174,600
6	Signal	LAUD HOWELL PKWY & LAKE FOREST DR					50%						\$ 300,000	\$ 150,000
7	Signal	LAUD HOWELL PKWY & UNNAMED A					50%						\$ 300,000	\$ 150,000
8	Signal	LAUD HOWELL PKWY & HARDIN BLVD					100%						\$ 300,000	\$ 300,000
9	Signal	LAUD HOWELL PKWY & TRINITY FALLS PKWY					100%						\$ 300,000	\$ 300,000
10	Roundabout	HARDIN BLVD & TRINITY FALLS PKWY					75%						\$ 300,000	\$ 225,000
11	Interchange Signals	TRINITY FALLS PKWY & COMMUNITY AVE					50%						\$ 200,000	\$ 100,000
16	Signal	US HIGHWAY 75 & LAUD HOWELL PKWY					50%						\$ 600,000	\$ 300,000
17	Signal	BLOOMDALE RD & UNNAMED A					25%						\$ 300,000	\$ 75,000
18	Signal	BLOOMDALE RD & HARDIN BLVD					100%						\$ 300,000	\$ 300,000
19	Interchange Signals	BLOOMDALE RD & COMMUNITY AVE					100%						\$ 300,000	\$ 300,000
25	Roundabout	US HIGHWAY 75 & BLOOMDALE RD					50%						\$ 600,000	\$ 300,000
26	Roundabout	LAKE FOREST DR & WILMETH RD					50%						\$ 1,830,000	\$ 915,000
27	Roundabout	WILMETH RD & UNNAMED A					75%						\$ 200,000	\$ 150,000
32	Roundabout	HARDIN BLVD & WILMETH RD					100%						\$ 2,100,000	\$ 1,575,000
36	Under Construction	HARDIN BLVD & TAYLOR-BURK DR					50%						\$ 1,200,000	\$ 1,200,000
		US HIGHWAY 380 & HARDIN BLVD					50%						\$ 780,682	\$ 390,341
SUBTOTAL								59,041			1,923	57,118	\$ 225,290,659	\$ 185,016,118

TOTAL COST IN SERVICE AREA \$ 185,016,118

TOTAL COST IN SERVICE AREA \$ 185,016,118

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Project ID #	Roadway	Limits	Length (ft)	Lanes	Impact Fee Classification	Peak Hour Volume	% In Service Area	VEH-MI Capacity per LN	VEH-MI Supply PK-HR	VEH-MI Demand PK-HR	Excess Capacity VEH-MI	Total Project Cost	Total Project Cost in Service Area
E-1	BLOOMDALE RD (12)	US HIGHWAY 75 TO REDBUD BLVD	2,534	2	P6D(1/3)	New	100%	780	749	0	749	\$ 955,200	\$ 955,200
E-2	BLOOMDALE RD (13)	REDBUD BLVD TO AIRPORT DR	2,693	4	P6D(2/3)	New	100%	780	1,591	0	1,591	\$ 3,361,400	\$ 3,361,400
E-3	WILMETH RD (10)	US HIGHWAY 75 TO 2,570' E OF REDBUD BLVD	4,118	2	M6D(1/3)	New	100%	700	1,092	0	1,092	\$ 1,935,600	\$ 1,935,600
E-4	WILMETH RD (11)	2,570' E OF REDBUD BLVD TO STATE HIGHWAY 5	2,165	4	M6D(2/3)	New	100%	700	1,148	0	1,148	\$ 2,608,200	\$ 2,608,200
E-5	WILMETH RD (12)	STATE HIGHWAY 5 TO 2,100' E OF SH 5	2,112	6	M6D	New	100%	700	1,680	0	1,680	\$ 5,068,500	\$ 5,068,500
E-6	WILMETH RD (13)	2,100' E OF SH 5 TO 980' W OF AIRPORT DR	1,320	6	M6D	102	100%	675	1,013	26	987	\$ 2,804,200	\$ 2,804,200
E-7	WILMETH RD (14)	980' W OF AIRPORT DR TO 235' E OF AIRPORT DR	1,214	6	M6D	102	50%	700	483	12	471	\$ 3,417,400	\$ 1,708,700
E-8	WILMETH RD (15)	1,150' W OF FM 2833 TO 400' E OF FM 2933	1,531	6	M6D	233	50%	700	609	34	575	\$ 3,229,800	\$ 1,614,900
E-9	REDBUD BLVD (1)	BLOOMDALE RD TO 2,930' S OF BLOOMDALE RD	2,904	4	M4D(1/2)	162	100%	700	1,540	89	1,451	\$ 660,000	\$ 660,000
E-10	REDBUD BLVD (2)	2,930' S OF BLOOMDALE RD TO WILMETH RD	1,637	2	M4D(1/2)	200	100%	700	434	0	434	\$ 852,600	\$ 852,600
E-11	LAUD HOWELL PKWY (9)	US HIGHWAY 75 TO 2,620' S OF US HIGHWAY 75	2,640	6	M6D	200	50%	700	1,050	50	1,000	\$ 3,909,500	\$ 1,954,750
E-12	LAUD HOWELL PKWY (10)	2,620' S OF US HIGHWAY 75 TO BLOOMDALE RD	1,637	6	M6D	200	100%	700	1,302	62	1,240	\$ 1,876,700	\$ 1,876,700
E-13	LAUD HOWELL PKWY (11)	BLOOMDALE RD TO STATE HIGHWAY 5	845	6	P6D	332	100%	780	749	53	696	\$ 861,000	\$ 861,000
E-14	STATE HIGHWAY 5 (1)	4,700' N OF AIRPORT DR TO 3,955' N OF AIRPORT DR	686	6	M6D	675	50%	700	273	44	229	\$ 695,100	\$ 347,550
E-15	STATE HIGHWAY 5 (2)	1,915' N OF AIRPORT DR TO US HIGHWAY 380	1,986	6	M6D	1,302	100%	700	9,534	2,956	6,578	\$ 13,994,400	\$ 13,994,400
E-16	AIRPORT DR (1)	STATE HIGHWAY 5 TO 4,070' S OF STATE HIGHWAY 5	4,066	6	P6D	New	100%	780	3,604	0	3,604	\$ 9,379,050	\$ 9,379,050
E-17	AIRPORT DR (2)	WILMETH RD TO WOODLAWN RD (N)	2,798	6	P6D	New	100%	780	2,480	0	2,480	\$ 6,582,850	\$ 6,582,850
E-18	AIRPORT DR (3)	WOODLAWN RD (N) TO WOODLAWN RD (S)	1,531	6	P6D	863	100%	780	1,357	250	1,107	\$ 3,648,400	\$ 3,648,400
E-19	AIRPORT DR (4)	WOODLAWN RD (S) TO US HIGHWAY 380	3,854	6	P6D	New	100%	780	3,416	0	3,416	\$ 8,952,800	\$ 8,952,800
E-20	UNNAMED C (1)	410' E OF STATE HIGHWAY 5 TO 3,010' E OF STATE H	2,587	2	P6D(1/3)	New	100%	780	764	0	764	\$ 986,400	\$ 986,400
E-21	UNNAMED C (2)	WILMETH RD TO 2,615' S OF WILMETH RD	2,640	6	P6D	106	50%	780	1,170	27	1,143	\$ 2,806,300	\$ 1,403,150
11	Interchange Signals	US HIGHWAY 75 & LAUD HOWELL PKWY					50%					\$ 600,000	\$ 300,000
19	Interchange Signals	US HIGHWAY 75 & BLOOMDALE RD					50%					\$ 600,000	\$ 300,000
20	Signal	BLOOMDALE RD & REDBUD BLVD					100%					\$ 300,000	\$ 300,000
21	Signal	LAUD HOWELL PKWY & BLOOMDALE RD					100%					\$ 300,000	\$ 300,000
22	Signal Mod	STATE HIGHWAY 5 & LAUD HOWELL PKWY					100%					\$ 150,000	\$ 150,000
28	Signal	WILMETH RD & REDBUD BLVD					100%					\$ 300,000	\$ 300,000
29	Signal Mod	STATE HIGHWAY 5 & WILMETH RD					100%					\$ 150,000	\$ 150,000
30	Signal	AIRPORT DR & WILMETH RD					50%					\$ 300,000	\$ 150,000
31	Signal	UNNAMED C & WILMETH RD					50%					\$ 300,000	\$ 150,000
41	Signal Mod	US HIGHWAY 380 & AIRPORT DR					50%					\$ 150,000	\$ 75,000
SUBTOTAL									36,038	3,602	32,437	\$ 81,725,400	\$ 73,721,350

TOTAL COST IN SERVICE AREA E \$ 73,733,042

TOTAL COST IN SERVICE AREA E \$ 11,692

10/6/2020

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI DEMAND PK-HR TOTAL	EXCESS CAPACITY VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
G-1	VIRGINIA PKWY (1)	COIT RD TO 500' W OF INDEPENDENCE PKWY	4,752	2	M6D(1/3)	New	100%	700	1,260	0	1,260	\$ 2,158,800	\$ 2,158,800
G-2	VIRGINIA PKWY (2)	300' W OF INDEPENDENCE PKWY TO 325' E OF FORKHORN DR	1,742	2	M6D(1/3)	New	50%	700	231	0	231	\$ 794,400	\$ 794,400
G-3	VIRGINIA PKWY (3)	325' E OF FORKHORN DR TO 935' W OF VIRGINIA HILLS DR	1,478	6	M6D(1/3)	1,755	50%	700	588	246	342	\$ 913,196	\$ 496,598
G-4	VIRGINIA PKWY (4)	935' W OF VIRGINIA HILLS DR TO CUSTER RD	2,893	6	M6D(1/3)	1,620	100%	700	2,142	826	1,316	\$ 1,661,863	\$ 1,661,863
G-5	VIRGINIA PKWY (5)	CUSTER RD TO 410' E OF DANBURY RD	2,587	2	M6D(1/3)	New	100%	700	686	0	686	\$ 1,192,000	\$ 1,192,000
G-6	VIRGINIA PKWY (6)	410' E OF DANBURY RD TO VIRGINIA PARKLANDS BLVD	2,059	1	M6D(1/6)	New	100%	700	273	0	273	\$ 392,400	\$ 392,400
G-7	WESTRIDGE BLVD (1)	COIT RD TO 1,635' E OF COIT RD	1,637	2	M6D(1/3)	New	50%	700	217	0	217	\$ 745,200	\$ 372,600
G-8	WESTRIDGE BLVD (2)	1,635' E OF COIT RD TO 2,720' E OF INDEPENDENCE PKWY	6,442	2	M6D(1/3)	New	100%	700	1,708	0	1,708	\$ 2,931,600	\$ 2,931,600
G-9	WESTRIDGE BLVD (3)	2,720' E OF INDEPENDENCE PKWY TO CUSTER RD	10,824	2	M6D(1/3)	New	50%	700	350	0	350	\$ 1,192,800	\$ 596,400
H-1 G-10	ELDORADO PKWY (1)	US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY	8,078	2	M6D(1/3)	New	50%	700	1,435	0	1,435	\$ 5,202,000	\$ 2,601,000
G-11	COIT RD (1)	US HIGHWAY 380 TO 2,595' S OF VIRGINIA PKWY	2,587	2	M6D(1/3)	New	50%	700	1,071	0	1,071	\$ 3,681,600	\$ 1,840,800
G-12	COIT RD (2)	WESTRIDGE BLVD TO 2,595' S OF WESTRIDGE BLVD	2,587	2	M6D(1/3)	New	50%	700	343	0	343	\$ 1,184,400	\$ 592,200
G-13	INDEPENDENCE PKWY (1)	2,380' S OF US HIGHWAY 380 TO 4,465' S OF US HIGHWAY 380	2,059	2	M6D(1/3)	New	100%	700	546	0	546	\$ 951,600	\$ 951,600
G-14	INDEPENDENCE PKWY (2)	VIRGINIA PKWY TO 2,180' S OF WESTRIDGE BLVD	8,026	2	M6D(1/3)	New	100%	700	2,128	0	2,128	\$ 3,666,000	\$ 3,666,000
G-15	CUSTER RD (4)	US HIGHWAY 380 TO WESTRIDGE BLVD	10,718	6	P6D	2,821	100%	780	9,500	5,726	3,775	\$ 3,260,945	\$ 3,260,945
G-16	CUSTER RD (5)	WESTRIDGE BLVD TO ELDORADO PKWY	5,386	6	P6D	3,292	100%	780	4,774	3,358	1,416	\$ 1,476,398	\$ 1,476,398
G-17 I-8	RIDGE RD (8)	US HIGHWAY 380 TO GREEKSIDE DR	6,864	4	G4D	581	50%	700	1,820	365	1,455	\$ 550,813	\$ 275,407
33	Signal	US HIGHWAY 380 & STONEBRIDGE DR											
34	Signal	US HIGHWAY 380 & FOREST RIDGE LN											
37	Signal	STONEBRIDGE DR & LACIMA DR											
38	Signal	RIDGE RD & HABERSHAM WAY											
43	Signal	INDEPENDENCE PKWY & VIRGINIA PKWY											
44	Under Construction	VIRGINIA PKWY & RIDGE RD											
47	Signal	INDEPENDENCE PKWY & WESTRIDGE BLVD											
48	Under Construction	CUSTER RD & WESTRIDGE BLVD											
49	Roundabout	STONEBRIDGE DR & GLEN OAKS DR											
50	Roundabout	STONEBRIDGE DR & GLEN OAKS DR											
55	Signal	RIDGE RD & GLEN OAKS DR											
56	Signal	STONEBRIDGE DR & ALMA DR											
57	Signal	RIDGE RD & RUSH CREEK RD											
57	Signal	RIDGE RD & BERKSHIRE RD											
SUBTOTAL									29,072	10,520	18,552	\$ 39,689,897	\$ 30,208,237

TOTAL COST IN SERVICE AREA G \$ 30,219,929

11,692

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

10/6/2020

Service Area H

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-FT SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
H-1, G-10	EILDORADO PKWY (1)	CUSTER RD TO RIDGE RD	10,830	2	G6D(1/3)	New	50%	700	1,436	7,581,000	0	1,436	\$ 5,202,000	\$ 2,601,000
H-2	SILVERADO TRL (1)	CUSTER RD TO BURNEIT DR	1,930	4	M4D(1/2)	397	100%	700	1,023	5,404,000	145	879	\$ 2,746,283	\$ 2,746,283
H-3	SILVERADO TRL (2)	ALMA DR TO ALFAFA DR	1,170	4	M4D	424	100%	700	620	3,276,000	94	526	\$ 141,088	\$ 141,088
H-4	STACY RD (1)	CUSTER RD TO RIDGE RD	10,715	6	P6D(1/3)	2,065	100%	780	9,487	50,146,000	4,191	5,306	\$ 4,479,991	\$ 4,479,991
H-5	CUSTER RD (6)	EILDORADO PKWY TO STONEBRIDGE DR	2,040	6	P6D	3,416	100%	780	1,808	9,547,000	1,320	488	\$ 622,725	\$ 622,725
H-6	ALMA DR (1)	805 S OF BEAVER CREEK DR TO SILVERADO TRL	1,960	4	G4D	1,396	100%	700	1,039	5,488,000	518	521	\$ 239,850	\$ 239,850
H-7	ALMA DR (2)	SILVERADO TRL TO STACY RD	2,625	6	M6D(1/3)	1,642	100%	700	2,068	11,025,000	817	1,272	\$ 1,522,102	\$ 1,522,102
H-8, I-9	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	3,645	2	M6D(1/3)	New	50%	700	483	2,552,000	0	483	\$ 1,662,000	\$ 831,000
H-9	MCKINNEY RANCH PKWY (1)	RIDGE RD TO STACY RD	4,075	2	M6D(1/3)	New	100%	700	1,080	5,705,000	0	1,080	\$ 1,857,600	\$ 1,857,600
65	Signal	CUSTER RD & SILVERADO TRL					50%						\$ 300,000	\$ 150,000
66	Signal	MCKINNEY RANCH PKWY & SILVERADO TRL					100%						\$ 300,000	\$ 300,000
71	Signal	STACY RD & MCKINNEY RANCH PKWY					100%						\$ 300,000	\$ 300,000
75	Signal	CUSTER RD & PARADISE DR					50%						\$ 300,000	\$ 150,000
76	Signal	STACY RD & COLLIN MCKINNEY PKWY					50%						\$ 300,000	\$ 150,000
77	Signal	ALMA DR & HENNEMAN WAY					100%						\$ 300,000	\$ 300,000
SUBTOTAL									19,076		7,085	11,991	\$ 20,273,649	\$ 16,391,649

TOTAL COST IN SERVICE AREA H \$ 16,403,341

\$ 11,692

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Service Area I

10/6/2020

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-FI SUPPLY PK-HR TOTAL	VEH-MI DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I-1	VIRGINIA PKWY (7)	1035' E OF RIDGE RD TO 1355' W OF HARDIN BLVD	7,550	6	M6D	2,802	100%	700	6,006	31,712,000	4,006	2,000	\$ 2,567,378	\$ 2,567,378
I-2	VIRGINIA PKWY (8)	1355' W OF HARDIN BLVD TO HARDIN BLVD	1,373	6	M6D	2,740	100%	700	1,092	5,766,000	712	380	\$ 531,979	\$ 531,979
I-3	ELDORADO PKWY (2)	RIDGE RD TO HARDIN BLVD	10,930	2	G6D(1/3)	New	100%	700	2,898	15,301,000	0	2,898	\$ 4,857,600	\$ 4,857,600
I-4	MCKINNEY RANCH PKWY (2)	RIDGE RD TO HARDIN BLVD	9,504	2	M6D(1/3)	New	100%	700	2,920	13,306,000	0	2,920	\$ 4,338,000	\$ 4,338,000
I-5	COLLIN MCKINNEY PKWY (2)	LAKE FOREST DR TO COTTONWOOD CREEK	1,637	4	G4D	New	100%	700	868	4,583,000	0	868	\$ 1,777,105	\$ 1,777,105
I-6	COLLIN MCKINNEY PKWY (3)	COTTONWOOD CREEK TO 1110' E OF TINA DR	2,904	4	G4D(1/2)	200	100%	700	1,540	8,131,000	110	1,430	\$ 3,221,002	\$ 3,221,002
I-7	COLLIN MCKINNEY PKWY (4)	1110' E OF TINA TO HARDIN BLVD	1,003	4	G4D	New	100%	700	532	2,809,000	0	532	\$ 1,101,893	\$ 1,101,893
G-17, I-8	RIDGE RD (8)	US HIGHWAY 380 TO CREEKSIDE DR	6,864	4	G4D	561	50%	700	1,820	9,610,000	365	1,455	\$ 550,813	\$ 275,407
H-8, I-9	RIDGE RD (9)	MCKINNEY RANCH PKWY TO STACY RD	3,643	4	M6D(1/3)	New	50%	700	483	2,560,000	0	483	\$ 1,662,000	\$ 831,000
I-10, J-6	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	8,342	6	G6D(1/3)	1,402	50%	700	3,318	17,519,000	1,108	2,210	\$ 13,584,097	\$ 6,792,049
I-11, J-7	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	13,939	2	G6D(1/3)	New	50%	700	1,848	9,757,000	0	1,848	\$ 6,208,800	\$ 3,104,400
35	Signal	US HIGHWAY 380 & AUBURN HILLS PKWY					50%						\$ 300,000	\$ 150,000
36	Under Construction	US HIGHWAY 380 & HARDIN BLVD					25%						\$ 760,682	\$ 195,171
38	Signal	RIDGE RD & HABERSHAM WAY					50%						\$ 343,000	\$ 171,500
44	Under Construction	VIRGINIA PKWY & RIDGE RD					50%						\$ 390,341	\$ 195,171
45	Signal	VIRGINIA PKWY & JOPLIN DR					100%						\$ 300,000	\$ 300,000
46	Signal	VIRGINIA PKWY & VILLAGE DR					100%						\$ 300,000	\$ 300,000
50	Roundabout	RIDGE RD & GLEN OAKS DR					50%						\$ 2,640,000	\$ 1,320,000
51	Roundabout	LAKE FOREST DR & GLEN OAKS DR					100%						\$ 1,900,000	\$ 1,900,000
56	Signal	RIDGE RD & RUSH CREEK RD					50%						\$ 300,000	\$ 150,000
57	Signal	RIDGE RD & BERKSHIRE RD					50%						\$ 300,000	\$ 150,000
58	Signal	HARDIN BLVD & MAVERICK TRL					50%						\$ 300,000	\$ 150,000
59	Signal	ELDORADO PKWY & WOODSON DR					100%						\$ 300,000	\$ 300,000
60	Signal	ELDORADO PKWY & HIGHLANDS DR					100%						\$ 300,000	\$ 300,000
72	Signal	LAKE FOREST DR & COLLIN MCKINNEY PKWY					100%						\$ 300,000	\$ 300,000
73	Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY					100%						\$ 300,000	\$ 300,000
76	Signal	STACY RD & COLLIN MCKINNEY PKWY					50%						\$ 300,000	\$ 150,000
SUBTOTAL									22,925		6,301	16,624	\$ 49,754,690	\$ 35,579,653

TOTAL COST IN SERVICE AREA I \$ 35,591,345

\$ 11,692

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

10/6/2020

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEHFT SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
J-1	WHITE AVE (1)	HARDIN BLVD TO BOIS D'ARC RD	888	4	MAD	625	100%	700	476	2,513,000	106	370	\$ 981,328	\$ 981,328
J-2	WHITE AVE (2)	BOIS D'ARC RD TO COMMUNITY AVE	4,910	4	MAD	714	100%	700	2,604	13,749,000	664	1,940	\$ 213,991	\$ 213,991
J-3	VIRGINIA PKWY (9)	HARDIN BLVD TO US HIGHWAY 75	8,448	6	MAD	2,163	100%	700	427	2,255,000	3,461	-3,034	\$ 3,267,873	\$ 3,267,873
J-4	ELDORADO PKWY (3)	710' E OF US HIGHWAY 75 TO 1,180' E OF BARRANCA WAY	5,702	2	GRD(1/3)	New	100%	700	427	2,255,000	0	427	\$ 4,047,600	\$ 4,047,600
J-5	COLLIN MCKINNEY PKWY (6)	2,100' E OF HARDIN BLVD TO MCKINNEY RANCH PKWY	1,742	2	M3U	New	100%	550	363	1,917,000	0	363	\$ 1,953,000	\$ 1,953,000
J-10, J-6	HARDIN BLVD (11)	US HIGHWAY 380 TO VIRGINIA PKWY	8,342	6	GRD(1/3)	1,402	50%	700	3,318	17,519,000	1,108	2,210	\$ 13,584,097	\$ 6,792,049
J-11, J-7	HARDIN BLVD (12)	VIRGINIA PKWY TO MCKINNEY RANCH PKWY	13,939	2	GRD(1/3)	New	100%	700	1,848	9,757,000	0	1,848	\$ 6,208,800	\$ 3,104,400
J-8	MEDICAL CENTER DR	STATE HIGHWAY 121 TO 1,885' S OF STATE HIGHWAY 121	1,690	4	MAD	760	100%	700	868	4,731,000	243	653	\$ 2,240,000	\$ 2,240,000
J-9, K-7	STATE HIGHWAY 5 (4)	840 S OF HARRY MCKILLOP BLVD / W 546 TO STATE HIGHWAY 121	2,482	6	MAD	4,141	50%	700	887	5,211,000	973	14	\$ 4,647,300	\$ 2,323,650
J-10, K-3	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	3,538	4	MAD	1,281	50%	700	938	4,953,000	429	509	\$ 2,223,200	\$ 1,111,600
J-11	STATE HIGHWAY 5 (6)	STATE HIGHWAY 121 TO 4,520' S OF STATE HIGHWAY 121	1,003	4	MAD	1,281	50%	700	266	1,404,000	122	144	\$ 627,900	\$ 313,950
36	Under Construction	US HIGHWAY 380 & HARDIN BLVD												
39	Signal	WHITE AVE & JORDAN RD					25%							
58	Signal	HARDIN BLVD & MAVERICK TRL					100%							
61	Intersection Improvements	ELDORADO PKWY & CRAIG DR					50%							
62	Signal	STATE HIGHWAY 5 & STEWART RD					100%							
67	Signal	MCKINNEY RANCH PKWY & COLLIN MCKINNEY PKWY					50%							
68	Signal	COLLIN MCKINNEY PKWY & CRAIG DR					100%							
69	Signal	STATE HIGHWAY 5 & ENTERPRISE DR					100%							
73	Signal	HARDIN BLVD & COLLIN MCKINNEY PKWY					50%							
SUBTOTAL									12,550		7,106	5,444	\$ 43,025,771	\$ 28,194,611

TOTAL COST IN SERVICE AREA J \$ 28,206,303

TOTAL PROJECT COST IN SERVICE AREA J \$ 11,692

City of McKinney - 2019 Roadway Impact Fee Update
RIP Service Units of Supply

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEHMI CAPACITY PER LN	VEHMI SUPPLY PK-HR TOTAL	VEHMI SUPPLY PK-HR TOTAL	VEHMI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEHMI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
K-1	VIRGINIA STREET	225' W OF AIRPORT DR TO AIRPORT DR	211	2	2UO	New	100%	500	40	211,000	0	40	\$ 779,650	\$ 779,650
K-2	ELDORADO PKWY (4)	1,180' E OF BARRANCA WAY TO STATE HIGHWAY 5	2,112	2	G6D(1/3)	New	100%	700	560	2,957,000	0	560	\$ 1,699,200	\$ 1,699,200
K-3	HARRY MCKILLOP BLVD / FM 546 (1)	STATE HIGHWAY 121 TO AIRPORT DR	7,709	2	PRD(1/3)	New	100%	780	2,278	12,026,000	0	2,278	\$ 1,839,600	\$ 1,839,600
K-4, L-1	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 980' E OF AIRPORT DR	1,003	2	PRD(1/3)	New	50%	780	148	782,000	0	148	\$ 234,600	\$ 117,300
K-5, L-2	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	3,168	6	PRD	New	50%	780	1,404	7,413,000	0	1,404	\$ 3,267,400	\$ 1,633,700
K-6	STATE HIGHWAY 5 (3)	INDUSTRIAL BLVD TO 640' S OF HARRY MCKILLOP BLVD / FM 546	2,112	6	M6D	4,141	100%	700	1,680	8,870,000	1,656	24	\$ 2,064,300	\$ 2,064,300
J-9, K-7	STATE HIGHWAY 5 (4)	640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY 121	2,482	6	M6D	4,141	50%	700	987	5,211,000	973	14	\$ 4,647,300	\$ 2,323,650
J-10, K-8	STATE HIGHWAY 5 (5)	STATE HIGHWAY 121 TO 3,525' S OF STATE HIGHWAY 121	3,538	4	M4D	1,281	50%	700	938	4,953,000	429	509	\$ 2,223,200	\$ 1,111,600
K-9, L-6	AIRPORT DR (5)	US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546	13,886	2	PRD(1/3)	New	50%	780	2,051	10,831,000	0	2,051	\$ 6,322,800	\$ 3,161,400
K-10, L-7	AIRPORT DR (6)	470' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	475	6	P6D	43	50%	780	211	1,112,000	2	209	\$ 2,925,200	\$ 1,462,600
40	Signal	STATE HIGHWAY 5 & SMITH ST					100%						\$ 300,000	\$ 300,000
41	Signal Mod	US HIGHWAY 380 & AIRPORT DR					50%						\$ 150,000	\$ 150,000
52	Roundabout	WILSON CREEK PKWY & PARK VIEW AVE					100%						\$ 1,820,000	\$ 1,820,000
53	Signal	WILSON CREEK PKWY & COLLEGE ST					100%						\$ 300,000	\$ 300,000
54	Signal	AIRPORT DR & ELM ST					50%						\$ 300,000	\$ 150,000
62	Signal	STATE HIGHWAY 5 & STEWART RD					50%						\$ 300,000	\$ 150,000
63	Signal	HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR					75%						\$ 300,000	\$ 225,000
69	Signal	STATE HIGHWAY 5 & ENTERPRISE DR					50%						\$ 300,000	\$ 150,000
SUBTOTAL									10,297		3,061	7,236	\$ 29,773,290	\$ 19,583,000

TOTAL COST IN SERVICE AREA K \$ 19,374,692

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	JANES	IMPACT FEE CLASSIFICATION	PEAK HOUR SERVICE VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
K-4, L-1	HARRY MCKILLOP BLVD / FM 546 (2)	AIRPORT DR TO 960' E OF AIRPORT DR	1,003	2	PRD(1,2)	New	50%	760	148	782,000	0	148	\$ 234,600	\$ 117,300
K-5, L-2	HARRY MCKILLOP BLVD / FM 546 (3)	975' E OF AIRPORT DR TO 510' W OF HARRY MCKILLOP BLVD / FM 546 (N)	3,188	6	PRD	New	50%	760	1,404	7,413,000	0	1,404	\$ 3,267,400	\$ 1,633,700
L-3	HARRY MCKILLOP BLVD / FM 546 (S) (1)	510' W OF HARRY MCKILLOP BLVD / FM 546 (N) TO 1,335' E OF HARRY MCKILLOP BLVD / FM 546 (N)	1,988	6	PRD	New	100%	760	1,638	8,649,000	0	1,638	\$ 2,153,725	\$ 2,153,725
L-4	HARRY MCKILLOP BLVD / FM 546 (S) (2)	3,480' W OF UNNAMED D TO UNNAMED D	3,485	6	PRD	New	100%	760	3,089	16,309,000	0	3,089	\$ 3,843,225	\$ 3,843,225
L-5	HARRY MCKILLOP BLVD / FM 546 (S) (3)	MCKILLOP BLVD / FM 546 (S) TO 1,365' E OF HARRY MCKILLOP BLVD / FM 546 (S)	1,368	5	PRD(1,2)	New	50%	760	1,470	10,820,000	0	1,470	\$ 2,155,900	\$ 2,155,900
K-9, L-6	AIRPORT DR (5)	US HIGHWAY 380 TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	1,586	5	PRD(1,2)	New	50%	760	211	1,112,000	0	211	\$ 292,200	\$ 146,100
K-10, L-7	AIRPORT DR (6)	477' N OF HARRY MCKILLOP BLVD / FM 546 TO HARRY MCKILLOP BLVD / FM 546	2,429	6	PRD	New	100%	760	2,153	11,367,000	0	2,153	\$ 5,807,850	\$ 5,807,850
L-8	UNNAMED C (3)	US HIGHWAY 380 TO 2,435' S OF US HIGHWAY 380	2,429	6	PRD	New	100%	760	585	3,089,000	0	585	\$ 2,830,300	\$ 1,415,150
L-9, M-5	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	1,320	6	PRD	New	50%	760	585	3,089,000	0	585	\$ 2,830,300	\$ 1,415,150
L-10, M-6	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	4,594	6	PRD	New	50%	760	2,036	10,749,000	0	2,036	\$ 10,002,150	\$ 5,001,075
41	Signal Mod	US HIGHWAY 380 & AIRPORT DR											\$ 150,000	\$ 75,000
42	Signal	US HIGHWAY 380 & UNNAMED C											\$ 300,000	\$ 150,000
54	Signal	AIRPORT DR & ELM ST											\$ 300,000	\$ 150,000
63	Signal	HARRY MCKILLOP BLVD / FM 546 & AIRPORT DR											\$ 300,000	\$ 225,000
70	Signal	HARRY MCKILLOP BLVD / FM 546 (S) & HARRY MCKILLOP BLVD / FM 546 (N)											\$ 300,000	\$ 300,000
74	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)											\$ 300,000	\$ 150,000
SUBTOTAL									14,765		2	14,763	\$ 41,204,150	\$ 27,812,925

TOTAL COST IN SERVICE AREA L \$ 11,692

TOTAL COST IN SERVICE AREA L \$ 27,824,617

City of McKinney - 2019 Roadway Impact Fee Update

RIP Service Units of Supply

Project ID #	ROADWAY	LIMITS	LENGTH (ft)	LANES	IMPACT FEE CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH/MI CAPACITY PK-HR PER LN	VEH/MI SUPPLY PK-HR TOTAL	VEH/MI SUPPLY PK-HR TOTAL	VEH/MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH/MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
M-1	HARRY MCKILLOP BLVD / FM 546 (N) (2)	110' E OF UNNAMED C TO 300' E OF UNNAMED C	211	6	M6D	New	50%	700	84	444,000	0	84	\$ 196,075	\$ 98,038
M-2	HARRY MCKILLOP BLVD / FM 546 (N) (3)	1,700' N OF HARRY MCKILLOP BLVD / FM 546 TO 2,050' N OF HARRY MCKILLOP BLVD / FM 546	370	6	M6D	New	50%	700	147	776,000	0	147	\$ 361,150	\$ 180,575
M-3	HARRY MCKILLOP BLVD / FM 546 (N) (4)	405' N OF HARRY MCKILLOP BLVD / FM 546 TO 675' N OF HARRY MCKILLOP BLVD / FM 546	264	6	M6D	New	50%	700	105	554,000	0	105	\$ 279,000	\$ 139,500
M-4	HARRY MCKILLOP BLVD / FM 546 (S) (3)	UNNAMED C TO 695' E OF UNNAMED C	686	6	P6D	New	100%	780	608	3,212,000	0	608	\$ 719,975	\$ 719,975
L-9, M-5	UNNAMED C (4)	2,525' N OF HARRY MCKILLOP BLVD / FM 546 TO 1,230' N OF HARRY MCKILLOP BLVD / FM 546	1,320	6	P6D	New	50%	780	585	3,089,000	0	585	\$ 2,830,300	\$ 1,415,150
L-10, M-6	UNNAMED C (5)	HARRY MCKILLOP BLVD / FM 546 (N) TO 705' S OF HARRY MCKILLOP BLVD / FM 546 (S)	4,594	6	P6D	New	50%	780	2,036	10,749,000	0	2,036	\$ 10,002,150	\$ 5,001,075
64	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (N)					50%						\$ 300,000	\$ 150,000
74	Signal	UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S)					50%						\$ 300,000	\$ 150,000
SUBTOTAL									3,565		0	3,565	\$ 14,888,650	\$ 7,854,313

TOTAL COST IN SERVICE AREA B \$ 7,866,005

10/6/2020



Appendix C – Existing Roadway Facilities Inventory

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR		VEH-MI SUPPLY PK-HR		VEH-MI DEMAND PK-HR		EXISTING DEFICIENCIES PK-HR	
									NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
UNNAMED 5	RIDGE RD	1.505' E OF RIDGE RD	1,504	0.28	1	2U	50	50%	475	475	68	68	7	7	61	61
SUBTOTAL			1,504	0.28							68	68	7	7	61	61
											135		14		121	0

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

Service Area B

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
							NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
HARDIN BLVD	CR 204	CR 206	433	0.08	1	1	50	50	50%	475	475	19	19	2	2	17	17		
HARDIN BLVD	1,670' N OF MELISSA RD	MELISSA RD	1,668	0.32	1	1	50	50	50%	475	475	75	75	8	8	67	67		
HARDIN BLVD	MELISSA RD	730' S OF MELISSA RD	730	0.14	1	1	50	50	50%	475	475	33	33	3	3	29	29		
SUBTOTAL			2,831	0.54								127	127	13	13	114	114	0	0
												255	27	228	0				

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

Service Area C

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY		VEH-MI DEMAND		EXCESS CAPACITY		EXISTING DEFICIENCIES				
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
US HIGHWAY 380	RIDGE RD	LAKE FOREST DR	5,517	1.04	3	3	6D	2,025	2,025	100%	780	780	2,445	2,116	2,116	329							
US HIGHWAY 380	CUSTER RD	STONEBRIDGE DR	3,371	0.64	3	3	6D	1,679	1,731	100%	780	780	1,494	1,072	1,105	422	389						
US HIGHWAY 380	STONEBRIDGE DR	RIDGE RD	7,516	1.42	3	3	6D	1,913	1,913	100%	780	780	3,331	2,724	2,724	608	608						
LAKE FOREST DR	WILMETH RD	US HIGHWAY 380	5,153	0.98	2	2	4D	922	922	100%	700	700	683	450	450	233	233						
WILMETH RD	265' W OF SUNNYSIDE DR	LAKE FOREST DR	1,692	0.32	2	2	4D	249	249	100%	700	700	449	449	80	369	369						
WILMETH RD	3,230' E OF STONEBRIDGE DR	995' W OF RIDGE RD	1,701	0.32	1	1	2U	17	17	50%	475	475	77	77	3	74	74						
CUSTER RD	BLOOMDALE RD	375' N OF WILMETH RD	3,623	0.69	1	1	2U	549	562	50%	475	475	163	163	188	193	-25	-30	25	30			
BLOOMDALE RD	1,310' E OF CUSTER RD	2,030' W OF STONEBRIDGE DR	2,104	0.40	1	1	2U	187	129	50%	475	475	95	95	37	26	57	69					
BLOOMDALE RD	STONEBRIDGE DR	3,245' E OF STONEBRIDGE DR	3,243	0.61	1	1	2U	187	129	100%	475	475	292	292	115	79	177	213					
RIDGE RD	1,590' N OF WILMETH RD	WILMETH RD	1,591	0.30	1	1	2U	39	39	50%	475	475	72	72	6	7	66	64					
BLOOMDALE RD	3,400' W OF LAKE FOREST DR	LAKE FOREST DR	3,402	0.64	1	1	2U	58	58	50%	475	475	153	153	19	134	134						
LAKE FOREST DR	BLOOMDALE RD	WILMETH RD	5,410	1.02	2	2	4D	421	421	50%	700	700	717	717	216	216	502	502					
LAUD HOWELL PKWY	700' W OF CUSTER RD	CUSTER RD	695	0.13	1	1	2U	271	271	50%	475	475	31	31	18	18	13	13					
LAUD HOWELL PKWY	1,985' W OF RIDGE RD	RIDGE RD	1,984	0.38	1	1	2U	271	271	50%	475	475	89	89	51	38	38						
CUSTER RD	2,655' N OF BLOOMDALE RD	BLOOMDALE RD	2,654	0.50	1	1	2U	309	306	50%	475	475	119	119	78	77	42	42					
CUSTER RD	1,855' N OF LAUD HOWELL PKWY	LAUD HOWELL PKWY	1,853	0.35	1	1	2U	309	306	50%	475	475	83	83	54	54	29	30					
RIDGE RD	UNNAMED 5	1,485' S OF UNNAMED 5	1,486	0.28	1	1	2U	50	50	50%	475	475	67	67	7	60	60						
RIDGE RD	BAXTER WELL RD	BLOOMDALE RD	2,225	0.42	1	1	2U	5	4	50%	475	475	100	100	1	99	99						
RIDGE RD	BLOOMDALE RD	1,315' S OF BLOOMDALE RD	1,316	0.25	1	1	2U	39	48	50%	475	475	59	59	5	6	54	53					
RIDGE RD	1,315' S OF BLOOMDALE RD	2,160' S OF BLOOMDALE RD	846	0.16	1	1	2U	39	48	50%	475	475	38	38	3	4	35	34					
UNNAMED 5	RIDGE RD	1,505' E OF RIDGE RD	1,504	0.28	1	1	2U	50	50	50%	475	475	68	68	7	61	61						
LAUD HOWELL PKWY	CUSTER RD	1,225' E OF CUSTER RD	1,227	0.23	1	1	2U	271	271	100%	475	475	110	110	63	63	47	47					
LAUD HOWELL PKWY	1,225' E OF CUSTER RD	2,070' E OF CUSTER RD	844	0.16	1	1	2U	271	271	50%	475	475	38	38	22	22	16	16					
LAUD HOWELL PKWY	840' E OF STONEBRIDGE DR	2,905' E OF STONEBRIDGE DR	2,067	0.39	1	1	2U	271	271	50%	475	475	93	93	53	40	40						
LAUD HOWELL PKWY	RIDGE RD	1,230' E OF RIDGE RD	1,230	0.23	1	1	2U	271	271	50%	475	475	55	55	32	24	24						
BLOOMDALE RD	CUSTER RD	1,310' E OF CUSTER RD	1,308	0.25	1	1	2U	187	129	100%	475	475	118	118	46	32	71	86					
BLOOMDALE RD	2,030' W OF STONEBRIDGE DR	STONEBRIDGE DR	2,030	0.38	1	1	2U	187	129	100%	475	475	183	183	72	50	111	133					
BLOOMDALE RD	3,245' E OF STONEBRIDGE DR	695' W OF RIDGE RD	1,366	0.26	1	1	2U	187	129	50%	475	475	61	61	24	17	37	45					
BLOOMDALE RD	695' W OF RIDGE RD	RIDGE RD	696	0.13	1	1	2U	187	129	100%	475	475	63	63	25	17	38	46					
WILMETH RD	815' E OF STONEBRIDGE DR	1,450' E OF STONEBRIDGE DR	634	0.12	1	1	2U	17	17	50%	475	475	29	29	1	27	27						
WILMETH RD	1,575' E OF STONEBRIDGE DR	2,295' E OF STONEBRIDGE DR	719	0.14	1	1	2U	17	17	50%	475	475	32	32	1	31	31						
WILMETH RD	2,445' E OF STONEBRIDGE DR	2,730' E OF STONEBRIDGE DR	286	0.05	1	1	2U	17	17	50%	475	475	13	13	0	0	12	12					
WILMETH RD	RIDGE RD	585' E OF RIDGE RD	585	0.11	1	1	2U	66	66	100%	475	475	53	53	7	7	45	45					
WILMETH RD	RIDGEWAY DR	RIDGEKNOLL AVE	1,222	0.23	2	2	4D	66	66	100%	700	700	324	324	15	15	309	309					
WILMETH RD	585' E OF RIDGE RD	1,095' E OF RIDGE RD	508	0.10	2	2	4D	66	66	100%	700	700	135	135	6	6	128	128					
WILMETH RD	1,095' E OF RIDGE RD	1,365' E OF RIDGE RD	268	0.05	1	1	2U	66	66	50%	475	475	12	12	2	2	10	10					
WILMETH RD	RIDGEKNOLL AVE	265' W OF SUNNYSIDE DR	1,304	0.25	2	2	4D	249	249	100%	700	700	346	346	62	62	284	284					
SUBTOTAL			75,180	14.24									12,288	12,288	7,679	7,620	4,609	4,669	25	30	55		
													24,577	15,299	9,278								

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

Service Area D

10/7/2020

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES		TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY		VEH-MI DEMAND		EXCESS CAPACITY		EXISTING DEFICIENCIES	
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
US HIGHWAY 380	COMMUNITY AVE	US HIGHWAY 75	2357	0.45	3	3	6D	2441	2441	100%	780	780	1,044	1,044	1,090	1,090	-45	-45	45	45
US HIGHWAY 380	HARDIN BLVD	COMMUNITY AVE	5281	1.00	3	3	6D	2169	2169	100%	780	780	2,340	2,340	2,170	2,170	171	171		
US HIGHWAY 380	LAKE FOREST DR	HARDIN BLVD	5,496	1.04	3	3	6D	2583	2583	100%	780	780	2,436	2,436	2,689	2,689	-253	-253	253	253
COMMUNITY AVE	TAYLOR-BURK DR	US HIGHWAY 380	2,389	0.45	2	2	4U	790	790	100%	525	525	475	475	358	358	117	117		
TAYLOR-BURK DR	COMMUNITY AVE	US HIGHWAY 75	2,526	0.48	1	1	2U	329	234	100%	475	475	227	227	158	112	70	115		
TAYLOR-BURK DR	SKYLINE DR	COMMUNITY AVE	2,840	0.54	1	1	2U	150	140	100%	475	475	256	256	81	76	175	180		
HARDIN BLVD	TAYLOR-BURK DR	US HIGHWAY 380	2,879	0.55	2	2	4D	340	340	100%	700	700	763	763	185	185	578	578		
COMMUNITY AVE	WILMETH RD	TAYLOR-BURK DR	2,436	0.46	2	2	4U	293	293	100%	525	525	484	484	135	135	349	349		
WILMETH RD	COMMUNITY AVE	US HIGHWAY 75	2,275	0.43	2	2	4D	615	615	100%	700	700	603	603	265	265	338	338		
LAKE FOREST DR	WILMETH RD	US HIGHWAY 380	5,153	0.98	2	2	4D	922	922	50%	700	700	683	683	450	450	233	233		
WILMETH RD	1,380' E OF UNNAMED A	HARDIN BLVD	2,240	0.42	1	1	2U	43	43	50%	475	475	101	101	9	9	92	92		
HARDIN BLVD	WILMETH RD	TAYLOR-BURK DR	3,641	0.69	2	2	4D	340	340	100%	700	700	965	965	234	234	731	731		
WILMETH RD	HARDIN BLVD	COMMUNITY AVE	3,866	0.73	2	2	4D	470	470	100%	700	700	1,025	1,025	344	344	681	681		
COMMUNITY AVE	BLOOMDALE RD	2,305' S OF BLOOMDALE RD	2,306	0.44	1	1	2U	356	356	100%	475	475	207	207	155	155	52	52		
BLOOMDALE RD	COMMUNITY AVE	US HIGHWAY 75	2,548	0.48	3	3	6D	260	260	100%	780	780	1,129	1,129	125	125	1,004	1,004		
HARDIN BLVD	1,190' S OF BLOOMDALE RD	3,590' S OF BLOOMDALE RD	2,398	0.45	2	2	4D	35	35	100%	700	700	636	636	16	16	620	620		
COMMUNITY AVE	1,275' S OF TRINITY FALLS PKWY	BLOOMDALE RD	2,654	0.50	1	1	2U	193	193	100%	475	475	239	239	97	97	142	142		
HARDIN BLVD	TRINITY FALLS PKWY	1,815' S OF TRINITY FALLS PKWY	1,817	0.34	1	1	2UG	6	6	50%	150	150	26	26	1	1	25	25		
TRINITY FALLS PKWY	HARDIN BLVD	1,910' E OF HARDIN BLVD	1,908	0.36	1	1	2U	50	50	100%	475	475	172	172	18	18	154	154		
LAUD HOWELL PKWY	240' N OF TRINITY FALLS PKWY	US HIGHWAY 75	2,018	0.38	2	2	4D	401	401	100%	700	700	535	535	153	153	382	382		
LAKE FOREST DR	LAUD HOWELL PKWY	3,200' S OF LAUD HOWELL PKWY	3,198	0.61	1	1	2U	233	233	50%	475	475	144	144	71	71	73	73		
TRINITY FALLS PKWY	4,275' N OF WESTON RD	WESTON RD	4,273	0.81	2	2	4D	618	611	100%	700	700	1,133	1,133	500	495	633	638		
HARDIN BLVD	3,590' S OF BLOOMDALE RD	295' N OF WILMETH RD	1,460	0.28	1	1	2U	35	35	50%	475	475	66	66	5	5	61	61		
UNNAMED A	1,100' N OF WILMETH RD	WILMETH RD	1,103	0.21	1	1	2U	43	43	50%	475	475	50	50	5	5	45	45		
TRINITY FALLS PKWY	1,910' E OF HARDIN BLVD	2,670' E OF HARDIN BLVD	763	0.14	1	1	2U	50	50	100%	475	475	69	69	7	7	61	61		
COMMUNITY AVE	TRINITY FALLS PKWY	1,275' S OF TRINITY FALLS PKWY	1,274	0.24	1	1	2U	193	193	100%	475	475	115	115	47	47	68	68		
COMMUNITY AVE	2,305' S OF BLOOMDALE RD	WILMETH RD	2,151	0.41	2	2	4U	356	356	100%	525	525	428	428	145	145	283	283		
BLOOMDALE RD	1,820' W OF UNNAMED A	UNNAMED A	1,822	0.34	1	1	2U	6	6	50%	150	150	44	44	2	2	42	42		
BLOOMDALE RD	1,485' E OF CR 1006	1,215' W OF CR 1007	1,537	0.29	1	1	2UG	6	6	100%	150	150	44	44	2	2	42	42		
BLOOMDALE RD	1,215' W OF CR 1007	CR 1007	1,224	0.23	1	1	2UG	6	6	50%	150	150	17	17	1	1	17	17		
WILMETH RD	UNNAMED A	825' E OF UNNAMED A	825	0.16	1	1	2U	43	43	100%	475	475	74	74	7	7	67	67		
WILMETH RD	825' E OF UNNAMED A	1,380' E OF UNNAMED A	557	0.11	1	1	2U	43	43	100%	475	475	50	50	5	5	46	46		
UNNAMED A	1,800' N OF WILMETH RD	1,100' N OF WILMETH RD	698	0.13	1	1	2U	43	43	50%	475	475	31	31	3	3	29	29		
HARDIN BLVD	295' N OF WILMETH RD	WILMETH RD	294	0.06	2	2	4D	35	35	50%	700	700	39	39	1	1	38	38		
TRINITY FALLS PKWY	WESTON RD	LAUD HOWELL PKWY	1,257	0.24	1	1	2U	618	611	100%	475	475	113	113	147	146	-34	-34	34	32
SUBTOTAL			81,465	15.43									16,802	16,802	9,621	9,621	7,124	7,181	332	331
													33,603		19,298		14,305		663	

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

Service Area E

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI DEMAND PK-HR TOTAL	EXCESS CAPACITY VEH-MI	EXISTING DEFICIENCIES	
							NB/EB	SB/WB						NB/EB	SB/WB
US HIGHWAY 380	THROCKMORTON ST	AIRPORT DR	2452	0.46	3	6D	1515	1515	100%	780	1,087	703	383	383	
US HIGHWAY 380	STATE HIGHWAY 5	THROCKMORTON ST	2595	0.49	3	6D	1492	1492	100%	780	1,150	733	417	417	
US HIGHWAY 380	TENNESSEE ST	STATE HIGHWAY 5	683	0.13	3	6D	1638	1638	100%	780	303	212	91	91	
REDBUD BLVD	US HIGHWAY 380	WHITE AVE	3,146	0.60	2	2	208	276	100%	700	834	124	164	710	670
US HIGHWAY 380	GRAVES ST	TENNESSEE ST	4,618	0.87	3	6D	2024	2024	100%	780	2,047	1,770	277	277	
TENNESSEE ST	STATE HIGHWAY 5	US HIGHWAY 380	1,405	0.27	2	4U	194	270	100%	525	279	52	72	228	208
STATE HIGHWAY 5	TENNESSEE ST	US HIGHWAY 380	1,785	0.34	2	4D	651	651	100%	700	473	220	253	253	
US HIGHWAY 380	US HIGHWAY 75	REDBUD BLVD	1,479	0.28	3	6D	1935	1935	100%	780	655	542	114	114	
REDBUD BLVD	BRAY CENTRAL DR	US HIGHWAY 380	2,846	0.54	2	4D	322	370	100%	700	755	174	199	581	555
BRAY CENTRAL DR	US HIGHWAY 75	REDBUD BLVD	2,900	0.44	2	4U	171	171	100%	525	457	75	383	383	
UNNAMED C	WILMETH RD	2,615' S OF WILMETH RD	2,813	0.49	1	2U	53	53	50%	475	118	13	104	104	
REDBUD BLVD	WILMETH RD	BRAY CENTRAL DR	2,383	0.45	2	4D	232	268	100%	700	632	105	121	527	511
WILMETH RD	US HIGHWAY 75	REDBUD BLVD	1,536	0.29	2	4D	481	481	100%	700	407	140	267	267	
STATE HIGHWAY 5	WILMETH RD	TENNESSEE ST	4,843	0.92	1	2U	534	534	100%	475	436	490	-54	-54	54
WILMETH RD	2,570' E OF REDBUD BLVD	STATE HIGHWAY 5	2,146	0.41	1	2U	462	462	100%	475	193	188	5	5	
STATE HIGHWAY 5	AIRPORT DR	1,965' S OF AIRPORT DR	1,967	0.37	1	2U	497	497	100%	475	177	185	-8	-8	8
REDBUD BLVD	BLOOMDALE RD	2,930' S OF BLOOMDALE RD	2,931	0.56	2	4D	75	87	100%	700	777	41	48	736	729
BLOOMDALE RD	US HIGHWAY 75	REDBUD BLVD	2,521	0.48	2	4D	183	183	100%	700	668	87	581	581	
US HIGHWAY 75	REDBUD BLVD	LAUD HOWELL PKWY	2,693	0.51	1	2U	66	66	100%	475	242	34	208	208	
LAUD HOWELL PKWY	BLOOMDALE RD	STATE HIGHWAY 5	871	0.16	1	2U	166	166	100%	475	78	27	51	51	
STATE HIGHWAY 5	US HIGHWAY 75	2,620' S OF US HIGHWAY 75	2,622	0.50	1	2U	100	100	50%	475	118	25	25	93	93
STATE HIGHWAY 5	4,700' N OF AIRPORT DR	3,995' N OF AIRPORT DR	706	0.13	1	2U	337	337	50%	475	32	23	9	9	
STATE HIGHWAY 5	1,915' N OF AIRPORT DR	AIRPORT DR	1,915	0.36	1	2U	337	337	100%	475	172	122	50	50	
STATE HIGHWAY 5	1,965' S OF AIRPORT DR	WILMETH RD	1,452	0.27	1	3U	497	497	100%	525	144	137	8	8	
LAUD HOWELL PKWY	2,620' S OF US HIGHWAY 75	BLOOMDALE RD	1,635	0.31	1	2U	100	100	100%	475	147	31	116	116	
AIRPORT DR	WOODLAWN RD (N)	WOODLAWN RD (S)	1,536	0.29	1	2U	431	431	100%	475	138	126	13	13	
WILMETH RD	UNNAMED C	400' E OF UNNAMED C	399	0.08	1	2U	117	117	50%	475	18	4	14	14	
WILMETH RD	1,150' W OF UNNAMED C	UNNAMED C	1,150	0.22	1	2U	117	117	50%	475	52	13	39	39	
WILMETH RD	AIRPORT DR	235' E OF AIRPORT DR	236	0.04	1	2U	51	51	50%	475	11	1	9	9	
WILMETH RD	980' W OF AIRPORT DR	AIRPORT DR	981	0.19	1	2U	51	51	50%	475	44	5	39	39	
WILMETH RD	2,100' E OF SH 5	980' W OF AIRPORT DR	1,346	0.25	1	2U	51	51	100%	475	121	13	108	108	
WILMETH RD	REDBUD BLVD	1,340' E OF REDBUD BLVD	1,343	0.25	2	4D	462	462	100%	700	356	117	239	239	
WILMETH RD	1,340' E OF REDBUD BLVD	2,570' E OF REDBUD BLVD	1,228	0.23	2	4D	462	462	100%	700	325	107	218	218	
REDBUD BLVD	2,930' S OF BLOOMDALE RD	WILMETH RD	1,645	0.31	1	2U	75	87	100%	475	148	23	125	121	
US HIGHWAY 380	REDBUD BLVD	GRAVES ST	854	0.16	3	6D	1911	1911	100%	780	378	309	69	69	
US HIGHWAY 380	AIRPORT DR	940' E OF AIRPORT DR	939	0.18	2	4D	2249	2249	100%	700	249	400	-151	-151	151
SUBTOTAL			67,800	12.84							14,223	7,371	6,852	6,739	213
										28,446	14,855	13,591	427		

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

Service Area F

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL	% IN SERVICE AREA		VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI DEMAND PK-HR TOTAL	EXCESS CAPACITY		EXISTING DEFICIENCIES		
								NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
No Thoroughfare Roadways within City Limits Currently Present within Service Area F																	
SUBTOTAL			0	0.00							0	0	0	0	0	0	0

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

Service Area G

10/7/2020

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY		VEH-MI DEMAND		EXCESS CAPACITY	EXISTING DEFICIENCIES		
							NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB
ELDORADO PKWY	ALMA DR	RIDGE RD	5325	1.01	2	4D	1092	1092	100%	700	700	1,412	1,412	1,102	310	310			
ELDORADO PKWY	STONEBRIDGE DR	ALMA DR	2035	0.39	2	4D	1119	1072	100%	700	700	540	540	431	413	108	126		
ELDORADO PKWY	CUSTER RD	STONEBRIDGE DR	3,471	0.66	2	4D	865	813	100%	700	700	920	920	568	352	366			
STONEBRIDGE DR	ALMA DR	ELDORADO PKWY	1,607	0.30	2	4D	572	619	100%	700	700	426	426	174	189	252	238		
ALMA DR	STONEBRIDGE DR	ELDORADO PKWY	2,285	0.43	2	4D	277	277	100%	700	700	606	606	120	120	486	486		
COIT RD	WESTRIDGE BLVD	2,595' S OF WESTRIDGE BLVD	2,595	0.49	2	4D	551	576	50%	700	700	344	344	135	142	209	202		
WESTRIDGE BLVD	1,635' E OF COIT RD	INDEPENDENCE PKWY	3,710	0.70	2	4D	357	293	100%	700	700	984	984	251	206	733	778		
INDEPENDENCE PKWY	WESTRIDGE BLVD	2,690' S OF WESTRIDGE BLVD	2,689	0.51	2	4D	537	567	100%	700	700	713	713	274	289	440	424		
WESTRIDGE BLVD	INDEPENDENCE PKWY	2,720' E OF INDEPENDENCE PKWY	2,722	0.52	2	4D	298	319	100%	700	700	722	722	154	165	568	557		
CUSTER RD	WESTRIDGE BLVD	ELDORADO PKWY	5,381	1.02	3	6D	1583	1708	50%	780	780	1,192	1,192	807	870	386	322		
RIDGE RD	GLEN OAKS DR	ELDORADO PKWY	5,719	1.08	2	4D	641	641	100%	700	700	1,516	1,516	695	695	822	822		
STONEBRIDGE DR	GLEN OAKS DR	ALMA DR	5,966	1.13	2	4D	687	709	100%	700	700	1,582	1,582	776	801	806	781		
GLEN OAKS DR	STONEBRIDGE DR	RIDGE RD	4,733	0.90	2	4D	366	366	100%	700	700	1,255	1,255	328	328	927	927		
RIDGE RD	VIRGINIA PKWY	GLEN OAKS DR	3,912	0.74	2	4D	592	592	100%	700	700	1,037	1,037	438	438	599	599		
STONEBRIDGE DR	VIRGINIA PKWY	GLEN OAKS DR	2,716	0.51	2	4D	749	753	100%	700	700	720	720	385	387	335	333		
VIRGINIA PKWY	STONEBRIDGE DR	RIDGE RD	3,422	0.65	3	6D	1402	1402	100%	780	780	1,517	1,517	909	909	608	608		
INDEPENDENCE PKWY	VIRGINIA PKWY	WESTRIDGE BLVD	5,349	1.01	2	4D	394	370	100%	700	700	1,418	1,418	399	375	1,019	1,044		
COIT RD	VIRGINIA PKWY	2,610' S OF VIRGINIA PKWY	2,608	0.49	2	4D	456	477	50%	700	700	346	346	113	118	233	228		
VIRGINIA PKWY	COIT RD	500' W OF INDEPENDENCE PKWY	4,737	0.90	2	4D	598	599	100%	700	700	1,256	1,256	537	537	719	719		
CUSTER RD	VIRGINIA PKWY	WESTRIDGE BLVD	5,277	1.00	3	6D	1396	1424	100%	780	780	2,339	2,339	1,395	1,423	943	915		
VIRGINIA PKWY	935' W OF VIRGINIA HILLS DR	CUSTER RD	2,884	0.51	2	4D	803	818	100%	700	700	712	712	408	416	304	296		
VIRGINIA PKWY	VIRGINIA PARKLANDS BLVD	STONEBRIDGE DR	3,226	0.61	3	6D	929	1011	100%	780	780	1,430	1,430	568	618	862	812		
COIT RD	US HIGHWAY 380	VIRGINIA PKWY	5,467	1.04	2	4D	456	477	50%	700	700	725	725	236	247	489	478		
US HIGHWAY 380	COIT RD	3,730' E OF COIT RD	3,729	0.71	3	6D	1819	1761	100%	780	780	826	826	642	622	184	204		
INDEPENDENCE PKWY	2,380' S OF US HIGHWAY 380	4,465' S OF US HIGHWAY 380	2,085	0.39	2	4D	113	117	100%	700	700	553	553	45	46	508	507		
US HIGHWAY 380	2,705' W OF CUSTER RD	CUSTER RD	2,706	0.51	3	6D	1832	1771	50%	780	780	600	600	469	454	130	146		
CUSTER RD	US HIGHWAY 380	VIRGINIA PKWY	5,445	1.03	3	6D	1243	1319	100%	780	780	2,413	2,413	1,282	1,360	1,131	1,053		
RIDGE RD	US HIGHWAY 380	CREEKSIDE DR	6,874	1.30	2	4D	281	281	50%	700	700	911	911	183	183	729	729		
US HIGHWAY 380	CUSTER RD	STONEBRIDGE DR	3,371	0.64	3	6D	1679	1731	100%	780	780	1,494	1,494	1,072	1,105	422	389		
STONEBRIDGE DR	US HIGHWAY 380	VIRGINIA PKWY	10,791	2.04	2	4D	296	282	100%	700	700	2,861	2,861	605	576	2,256	2,285		
US HIGHWAY 380	STONEBRIDGE DR	RIDGE RD	7,516	1.42	3	6D	1913	1913	100%	780	780	3,331	3,331	2,724	2,724	608	608		
RIDGE RD	CREEKSIDE DR	VIRGINIA PKWY	1,013	0.19	2	4D	281	281	100%	700	700	269	269	54	54	215	215		
VIRGINIA PKWY	500' W OF INDEPENDENCE PKWY	INDEPENDENCE PKWY	511	0.10	2	4D	598	599	50%	700	700	68	68	29	29	39	39		
VIRGINIA PKWY	INDEPENDENCE PKWY	325' E OF FORKHORN DR	1,227	0.23	2	4D	907	848	50%	700	700	163	163	105	99	57	64		
VIRGINIA PKWY	325' E OF FORKHORN DR	935' W OF FORKHORN DR	1,467	0.28	2	4D	907	848	50%	700	700	195	195	126	118	66	77		
VIRGINIA PKWY	CUSTER RD	410' E OF DANBURY RD	2,592	0.49	2	4D	867	840	100%	700	700	687	687	425	412	262	275		
VIRGINIA PKWY	410' E OF DANBURY RD	VIRGINIA PARKLANDS BLVD	2,049	0.39	3	2	867	840	100%	700	700	815	815	336	326	479	217		
WESTRIDGE BLVD	COIT RD	1,635' E OF COIT RD	2,049	0.39	2	4D	322	289	50%	700	700	217	217	50	45	167	172		
WESTRIDGE BLVD	2,720' E OF INDEPENDENCE PKWY	CUSTER RD	2,617	0.50	1	2U	374	385	50%	475	475	118	118	93	95	25	22		
SUBTOTAL			143,268	27.13								39,231	38,960	19,444	19,567	19,787	19,393	0	0
												78,191	39,010	39,010	39,180				

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

Service Area H

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY		VEH-MI DEMAND		EXCESS CAPACITY		EXISTING DEFICIENCIES		
							NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
CUSTER RD	ROLATOR RD	STATE HIGHWAY 121	4,547	0.86	3	6D	2150	2406	50%	780	780	1,007	1,007	926	1,036	82	-28			
COLLIN MCKINNEY PKWY	CUSTER RD	COLLIN MCKINNEY PKWY	3,807	0.72	2	4D	251	251	100%	700	700	1,009	1,009	181	181	828	828			
COLLIN MCKINNEY PKWY	WEISKOPF AVE	ALMA DR	4,167	0.79	2	1	3U	221	30	100%	525	525	829	414	174	24	654	391		
ALMA DR	COLLIN MCKINNEY PKWY	STATE HIGHWAY 121	3,861	0.73	3	6D	766	807	100%	780	780	1,711	1,711	560	590	1,151	1,121			
COLLIN MCKINNEY PKWY	WEISKOPF AVE	ALMA DR	3,873	0.73	1	2	3U	16	114	100%	525	525	385	770	12	84	374	687		
COLLIN MCKINNEY PKWY	ALMA DR	STACY RD	4,647	0.88	2	2	4D	102	102	100%	700	700	1,232	1,232	90	90	1,142	1,142		
COLLIN MCKINNEY PKWY	ALMA DR	STACY RD	4,647	0.88	2	2	4D	134	134	100%	700	700	1,232	1,232	118	118	1,114	1,114		
STACY RD	COLLIN MCKINNEY PKWY	STATE HIGHWAY 121	2,198	0.42	3	3	6D	1110	1507	50%	780	780	487	487	231	314	256	173		
STACY RD	RIDGE RD	COLLIN MCKINNEY PKWY	2,152	0.41	3	3	6D	1124	1555	50%	780	780	477	477	229	317	248	160		
STACY RD	MCKINNEY RANCH PKWY	RIDGE RD	1,343	0.25	2	2	4D	874	884	100%	700	700	356	356	222	225	134	131		
CUSTER RD	STACY RD	ROLATOR RD	5,319	1.01	3	3	6D	1960	2036	50%	780	780	1,179	1,179	987	1,025	191	153		
CUSTER RD	STACY RD	ROLATOR RD	5,319	1.01	3	3	6D	2260	2107	50%	780	780	1,179	1,179	1,138	1,061	40	117		
ALMA DR	STACY RD	COLLIN MCKINNEY PKWY	3,608	0.68	3	3	6D	712	712	100%	780	780	1,599	1,599	487	487	1,112	1,112		
STACY RD	CUSTER RD	ALMA DR	5,334	1.01	2	2	4D	1045	1020	100%	700	700	1,414	1,414	1,056	1,031	358	384		
MCKINNEY RANCH PKWY	ALMA DR	MCKINNEY RANCH PKWY	4,039	0.77	2	2	4D	920	938	100%	700	700	1,071	1,071	704	717	367	354		
STACY RD	SILVERADO TRL	SILVERADO TRL	2,392	0.45	2	2	4D	343	311	100%	700	700	634	634	155	141	479	494		
CUSTER RD	SILVERADO TRL	STACY RD	2,835	0.50	3	3	6D	2214	2268	50%	780	780	584	584	553	566	31	18		
SILVERADO TRL	BURNETT DR	ALMA DR	3,378	0.64	2	2	4D	209	209	100%	700	700	896	896	134	134	762	762		
ALMA DR	SILVERADO TRL	STACY RD	2,823	0.50	2	2	4D	821	821	100%	700	700	696	696	408	408	288	288		
SILVERADO TRL	ALFALFA DR	145 W OF IRONSTONE LN	1,493	0.28	2	2	4D	211	213	100%	700	700	396	396	60	60	336	336		
MCKINNEY RANCH PKWY	SILVERADO TRL	RIDGE RD	1,684	0.32	2	2	4D	243	243	100%	700	700	446	446	77	77	369	369		
RIDGE RD	MCKINNEY RANCH PKWY	STACY RD	3,647	0.69	2	2	4D	704	704	100%	700	700	967	967	486	486	481	481		
CUSTER RD	STONEBRIDGE DR	SILVERADO TRL	3,351	0.63	3	3	6D	2115	2196	50%	780	780	743	743	671	697	72	46		
CUSTER RD	ELDORADO PKWY	STONEBRIDGE DR	2,042	0.39	3	3	6D	1672	1744	50%	780	780	452	452	323	337	129	115		
ALMA DR	ELDORADO PKWY	805 S OF BEAVER CREEK DR	3,465	0.66	2	2	4D	698	698	100%	700	700	919	919	458	458	461	461		
RIDGE RD	ELDORADO PKWY	MCKINNEY RANCH PKWY	5,706	1.08	2	2	4D	796	796	50%	700	700	756	756	430	430	326	326		
ELDORADO PKWY	ALMA DR	RIDGE RD	5,325	1.01	2	2	4D	1092	1092	100%	700	700	1,412	1,412	1,102	1,102	310	310		
STONEBRIDGE DR	ELDORADO PKWY	CUSTER RD	4,478	0.85	2	2	4D	548	522	100%	700	700	1,187	1,187	465	443	722	745		
ELDORADO PKWY	STONEBRIDGE DR	ALMA DR	2,035	0.39	2	2	4D	1119	1072	100%	700	700	540	540	431	413	108	126		
ELDORADO PKWY	CUSTER RD	STONEBRIDGE DR	3,471	0.66	2	2	4D	865	813	100%	700	700	920	920	568	555	352	366		
ALMA DR	805 S OF BEAVER CREEK DR	STONEBRIDGE TRL	1,958	0.37	2	2	4D	698	698	100%	700	700	519	519	259	260	260	260		
COLLIN MCKINNEY PKWY	COLLIN MCKINNEY PKWY	WEISKOPF AVE	908	0.17	0	2	2UO	251	0	100%	475	475	0	163	43	0	-43	163	43	
COLLIN MCKINNEY PKWY	COLLIN MCKINNEY PKWY	WEISKOPF AVE	867	0.16	2	0	2UO	0	251	100%	475	475	156	0	0	41	156	-41		41
SILVERADO TRL	CUSTER RD	BURNETT DR	1,930	0.37	1	1	2U	211	146	100%	475	475	174	174	92	82	120	120		
SILVERADO TRL	145 W OF IRONSTONE LN	MCKINNEY RANCH PKWY	2,553	0.48	2	2	4D	211	213	100%	700	700	677	677	102	103	575	574		
SILVERADO TRL	ALMA DR	ALFALFA DR	1,168	0.22	2	2	4D	211	213	100%	700	700	310	310	47	47	263	263		
SUBTOTAL			115,971	21.96								57,081	28,068	13,979	14,089	14,573	14,441	43	70	113

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

Service Area I

10/7/2020

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY		VEH-MI DEMAND		EXCESS CAPACITY		EXISTING DEFICIENCIES		
							NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
STACY RD	COLLIN MCKINNEY PKWY	STATE HIGHWAY 121	2,198	0.42	3	6D	1110	1507	50%	780	780	487	487	231	314	256	173			
STACY RD	RIDGE RD	COLLIN MCKINNEY PKWY	2,152	0.41	3	6D	1124	1555	50%	780	780	477	477	229	317	248	160			
COLLIN MCKINNEY PKWY	STACY RD	VILLAGE PARK	2,900	0.55	2	4D	136	136	100%	700	700	769	75	75	694	694				
LAKE FOREST DR	COLLIN MCKINNEY PKWY	STATE HIGHWAY 121	2,145	0.41	3	6D	1460	1460	100%	780	780	950	593	593	357	357				
COLLIN MCKINNEY PKWY	COTTONWOOD CREEK	1110' E OF TINA DR	2,929	0.55	1	2U	100	100	100%	475	475	264	264	55	55	208	208			
HARDIN BLVD	COLLIN MCKINNEY PKWY	STATE HIGHWAY 121	1,162	0.22	3	6D	961	961	100%	780	780	515	515	212	212	304	304			
RIDGE RD	MCKINNEY RANCH PKWY	STACY RD	3,647	0.69	2	4D	704	704	100%	700	700	967	967	486	486	481	481			
MCKINNEY RANCH PKWY	RIDGE RD	LAKE FOREST DR	4,204	0.80	2	4D	452	452	100%	700	700	1,115	1,115	360	360	755	755			
LAKE FOREST DR	MCKINNEY RANCH PKWY	COLLIN MCKINNEY PKWY	3,220	0.61	3	6D	1318	1318	100%	780	780	1,427	1,427	804	804	623	623			
MCKINNEY RANCH PKWY	LAKE FOREST DR	HARDIN BLVD	5,310	1.01	2	4D	335	335	100%	700	700	1,408	1,408	337	337	1,071	1,071			
HARDIN BLVD	MCKINNEY RANCH PKWY	COLLIN MCKINNEY PKWY	1,863	0.35	3	6D	961	961	100%	780	780	826	826	339	339	487	487			
HARDIN BLVD	ELDORADO PKWY	MCKINNEY RANCH PKWY	3,255	0.62	2	4D	948	948	100%	700	700	863	863	584	584	279	279			
LAKE FOREST DR	ELDORADO PKWY	MCKINNEY RANCH PKWY	5,751	1.09	2	4D	1040	1040	100%	700	700	1,525	1,525	1,133	1,133	392	392			
ELDORADO PKWY	LAKE FOREST DR	HARDIN BLVD	6,709	1.27	2	4D	1400	1400	100%	700	700	1,779	1,779	1,779	0	0	0	0		
RIDGE RD	ELDORADO PKWY	MCKINNEY RANCH PKWY	5,706	1.08	2	4D	796	796	50%	700	700	756	756	430	430	326	326			
ELDORADO PKWY	850' E OF RIDGE RD	LAKE FOREST DR	3,350	0.63	2	4D	1273	1273	100%	700	700	888	888	808	808	80	80			
LAKE FOREST DR	GLEN OAKS DR	ELDORADO PKWY	5,760	1.09	2	4D	1010	1010	100%	700	700	1,527	1,527	1,102	1,102	425	425			
RIDGE RD	GLEN OAKS DR	ELDORADO PKWY	5,719	1.08	2	4D	641	641	100%	700	700	1,516	1,516	695	695	822	822			
GLEN OAKS DR	RIDGE RD	LAKE FOREST DR	2,445	0.46	2	4D	390	390	100%	700	700	648	648	181	181	467	467			
HARDIN BLVD	VIRGINIA PKWY	ELDORADO PKWY	10,688	2.02	2	4D	997	997	100%	700	700	2,834	2,834	2,017	2,017	817	817			
LAKE FOREST DR	VIRGINIA PKWY	GLEN OAKS DR	4,475	0.85	2	4D	930	930	100%	700	700	1,187	1,187	788	788	399	399			
VIRGINIA PKWY	LAKE FOREST DR	1355' W OF HARDIN BLVD	3,138	0.59	3	6D	1316	1316	100%	780	780	1,391	1,391	782	782	608	608			
RIDGE RD	VIRGINIA PKWY	GLEN OAKS DR	3,912	0.74	2	4D	592	592	100%	700	700	1,037	1,037	438	438	599	599			
VIRGINIA PKWY	1035' E OF RIDGE RD	LAKE FOREST DR	4,427	0.84	3	6D	1401	1401	100%	780	780	1,962	1,962	1,175	1,175	787	787			
VIRGINIA PKWY	1035' E OF RIDGE RD	LAKE FOREST DR	4,427	0.84	3	6D	1248	1248	100%	780	780	1,962	1,962	1,046	1,046	916	916			
HARDIN BLVD	WHITE AVE	VIRGINIA PKWY	5,297	1.00	2	4D	701	701	50%	700	700	702	702	352	352	351	351			
HARDIN BLVD	US HIGHWAY 380	WHITE AVE	3,041	0.58	2	4D	536	536	50%	700	700	403	403	154	154	249	249			
RIDGE RD	US HIGHWAY 380	CREEKSIDE DR	6,874	1.30	2	4D	281	281	50%	700	700	911	911	183	183	729	729			
LAKE FOREST DR	US HIGHWAY 380	VIRGINIA PKWY	7,574	1.43	2	4D	799	799	100%	700	700	2,008	2,008	1,146	1,146	862	862			
US HIGHWAY 380	LAKE FOREST DR	HARDIN BLVD	5,496	1.04	3	6D	2583	2583	100%	780	780	2,436	2,436	2,689	2,689	-253	-253	253	253	
RIDGE RD	RIDGE RD	LAKE FOREST DR	5,517	1.04	3	6D	2025	2025	100%	780	780	2,445	2,445	2,116	2,116	329	329			
RIDGE RD	CREEKSIDE DR	VIRGINIA PKWY	1,013	0.19	2	4D	281	281	100%	700	700	269	269	54	54	215	215			
COLLIN MCKINNEY PKWY	VILLAGE PARK	LAKE FOREST DR	1,729	0.33	2	4D	156	156	100%	700	700	459	459	51	51	407	407			
ELDORADO PKWY	RIDGE RD	850' E OF RIDGE RD	849	0.16	2	4D	1163	1163	100%	700	700	225	225	187	187	38	38			
VIRGINIA PKWY	RIDGE RD	1035' E OF RIDGE RD	1,042	0.20	3	6D	1248	1248	100%	780	780	462	462	246	246	215	215			
VIRGINIA PKWY	1355' W OF HARDIN BLVD	HARDIN BLVD	1,378	0.26	3	6D	1370	1370	100%	780	780	611	611	357	357	253	253			
SUBTOTAL			141,304	26.76								40,011	40,011	24,215	24,386	15,625	254	254	507	
												80,022	80,022	48,601	48,601	31,421				

City of McKinney - 2019 Roadway Impact Fee Update
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ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (m)	EXIST LANES	TYPE	PM PEAK HOUR VOL	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY		VEH-MI DEMAND	EXCESS CAPACITY	EXISTING DEFICIENCIES
										NB/EB	SB/WB			
AIRPORT DR	470 N OF HARRY MCKILLOP BLVD / FM 546	HARRY MCKILLOP BLVD / FM 546	488	0.09	1	2U	22	50%	475	21	21	1	20	20
STATE HIGHWAY 5	4,520 S OF STATE HIGHWAY 121	STATE HIGHWAY 121	4,519	0.86	1	2U	640	100%	475	475	407	548	-142	142
HARRY MCKILLOP BLVD / FM 546	HARRY MCKILLOP BLVD / FM 546	STATE HIGHWAY 121	3,109	0.59	2	4D	2,071	100%	700	700	824	1,219	-395	395
AIRPORT DR	STATE HIGHWAY 121	AIRPORT DR	7,696	1.46	2	4D	1,955	100%	700	700	2,041	2,865	1,766	395
INDUSTRIAL BLVD	FM 546	AIRPORT DR	2,286	0.43	2	4D	1,911	50%	700	300	300	41	280	280
STATE HIGHWAY 5	INDUSTRIAL BLVD	HARRY MCKILLOP BLVD / FM 546	1,456	0.28	2	4D	2,070	100%	700	386	386	571	-185	185
INDUSTRIAL BLVD	STATE HIGHWAY 5	AIRPORT DR	6,296	1.19	2	4D	912	100%	700	1,669	1,669	1,088	581	581
STATE HIGHWAY 5	TENNESSEE ST	AIRPORT DR	537	0.10	2	4D	1,505	100%	700	700	142	153	-11	11
STATE HIGHWAY 5	WILSON CREEK PKWY	STATE HIGHWAY 5	2,105	0.40	2	4D	843	50%	700	279	279	168	111	111
ELM ST	WILSON CREEK PKWY	TENNESSEE ST	2,095	0.39	2	5U	1,253	100%	625	625	487	488	-1	1
TENNESSEE ST	WILSON CREEK PKWY	AIRPORT DR	3,314	0.63	0	4U	227	100%	525	525	0	143	169	169
ELM ST	WILSON CREEK PKWY	STATE HIGHWAY 5	1,635	0.31	1	2U	152	100%	475	147	147	47	51	96
GREENVILLE RD	TENNESSEE ST	STATE HIGHWAY 5	527	0.10	2	4U	145	100%	525	525	105	14	18	90
AIRPORT DR	LOUISIANA ST	AIRPORT DR	1,451	0.27	1	2U	165	100%	475	131	131	45	43	86
GREENVILLE RD	LOUISIANA ST	WILSON CREEK PKWY	4,197	0.79	2	4D	923	50%	700	556	556	367	189	189
TENNESSEE ST	LOUISIANA ST	LOUISIANA ST	1,996	0.38	1	2U	165	100%	475	180	180	62	59	117
LOUISIANA ST	THROCKMORTON ST	THROCKMORTON ST	373	0.07	1	2U	165	100%	475	34	34	12	11	22
STATE HIGHWAY 5	WILSON CREEK PKWY	STATE HIGHWAY 5	3,874	0.73	1	2U	172	100%	475	349	349	126	91	223
LOUISIANA ST	TENNESSEE ST	STATE HIGHWAY 5	791	0.15	2	0	200	0	475	142	0	42	0	101
LOUISIANA ST	STATE HIGHWAY 5	WILSON CREEK PKWY	4,415	0.84	2	5U	1,317	100%	625	625	1,045	1,102	-56	56
LOUISIANA ST	GREENVILLE RD	GREENVILLE RD	830	0.16	1	2U	165	100%	475	75	75	24	49	50
THROCKMORTON ST	THROCKMORTON ST	THROCKMORTON ST	389	0.07	1	2U	100	100%	475	35	35	7	28	28
LOUISIANA ST	THROCKMORTON ST	GREENVILLE RD	249	0.05	1	2U	118	100%	475	22	22	6	17	17
LOUISIANA ST	THROCKMORTON ST	GREENVILLE RD	2,259	0.43	1	2U	100	100%	475	203	203	43	160	160
TENNESSEE ST	GRAVES ST	TENNESSEE ST	4,525	0.86	2	0	200	0	475	814	0	410	0	404
VIRGINIA STREET	LOUISIANA ST	LOUISIANA ST	249	0.05	2	0	200	0	475	45	0	13	0	31
VIRGINIA STREET	GRAVES ST	TENNESSEE ST	4,512	0.85	2	2	0	0	475	0	812	0	512	0
WILSON CREEK PKWY	1,449 S OF LOUISIANA ST	TENNESSEE ST	9,000	1.70	2	4D	273	100%	700	2,386	2,386	465	367	1,799
WILSON CREEK PKWY	WILSON CREEK PKWY	TENNESSEE ST	957	0.11	2	4D	92	100%	700	148	148	0	85	148
STATE HIGHWAY 5	WILSON CREEK PKWY	STATE HIGHWAY 5	941	0.16	2	4D	92	100%	700	151	151	0	85	148
STATE HIGHWAY 5	WILSON CREEK PKWY	LOUISIANA ST	249	0.05	2	2	0	0	475	0	68	68	0	11
STATE HIGHWAY 5	WILSON CREEK PKWY	LOUISIANA ST	1,238	0.23	2	5U	1,337	100%	625	625	91	98	4	4
LOUISIANA ST	STATE HIGHWAY 5	LOUISIANA ST	1,208	0.23	2	3	60	100%	700	326	326	277	98	262
LOUISIANA ST	STATE HIGHWAY 5	THROCKMORTON ST	287	0.05	1	2U	79	100%	475	24	24	6	18	18
THROCKMORTON ST	STATE HIGHWAY 5	LOUISIANA ST	1,108	0.21	1	2U	118	100%	475	24	24	6	18	18
THROCKMORTON ST	THROCKMORTON ST	THROCKMORTON ST	2,681	0.50	1	2U	118	100%	475	239	239	40	57	109
THROCKMORTON ST	THROCKMORTON ST	2255 W OF AIRPORT DR	1,042	0.20	2	4D	920	100%	700	276	276	182	182	95
AIRPORT DR	VIRGINIA STREET	GREENVILLE RD	1,883	0.35	2	4D	920	50%	700	700	247	247	162	162
STATE HIGHWAY 380	VIRGINIA STREET	VIRGINIA STREET	3,783	0.72	2	2	4D	920	50%	700	247	247	162	162
STATE HIGHWAY 380	STATE HIGHWAY 380	VIRGINIA STREET	2,452	0.46	3	3	60	100%	475	340	340	84	256	256
STATE HIGHWAY 380	THROCKMORTON ST	AIRPORT DR	3,154	0.60	1	2U	122	100%	780	1,087	1,087	703	383	383
STATE HIGHWAY 380	WHITE AVE	LAMAR ST	4,118	0.78	1	2U	136	100%	475	284	284	73	69	211
STATE HIGHWAY 5	STATE HIGHWAY 380	TENNESSEE ST	4,974	0.94	2	5U	1,289	100%	625	1,177	1,177	1,214	-36	36
STATE HIGHWAY 380	STATE HIGHWAY 380	VIRGINIA STREET	2,595	0.49	3	3	60	100%	780	1,150	1,150	733	417	417
TENNESSEE ST	STATE HIGHWAY 380	WHITE AVE	1,287	0.24	1	2U	225	100%	475	114	114	54	48	60
STATE HIGHWAY 380	TENNESSEE ST	STATE HIGHWAY 5	683	0.13	3	3	60	100%	780	303	303	212	91	91
STATE HIGHWAY 380	GRAVES ST	TENNESSEE ST	4,618	0.87	3	3	60	100%	780	2,047	2,047	1,770	277	277
STATE HIGHWAY 380	GRAVES ST	REDDUB BLVD	1,479	0.28	3	3	60	100%	780	655	655	542	114	114
TENNESSEE ST	LAMAR ST	VIRGINIA STREET	953	0.18	2	0	200	0	475	171	0	29	0	142
TENNESSEE ST	LAMAR ST	VIRGINIA STREET	488	0.09	2	0	200	0	475	84	0	14	0	70
TENNESSEE ST	LOUISIANA ST	DAVIS ST	354	0.07	2	0	200	0	475	84	0	14	0	70
STATE HIGHWAY 380	STATE HIGHWAY 380	STATE HIGHWAY 380	354	0.07	2	4D	920	100%	700	94	94	62	32	32
AIRPORT DR	US HIGHWAY 380	INDUSTRIAL BLVD	387	0.07	2	4D	843	100%	700	103	103	62	41	41
AIRPORT DR	385 N OF INDUSTRIAL BLVD	INDUSTRIAL BLVD	1,656	0.31	2	2	4D	22	50%	700	220	220	3	216
LOUISIANA ST	470 N OF HARRY MCKILLOP BLVD / FM 546	GRAVES ST	1,050	0.20	2	0	200	0	475	189	0	126	0	63
STATE HIGHWAY 5	LOUISIANA ST	STATE HIGHWAY 5	1,444	0.27	2	4U	218	100%	525	525	287	60	90	228
STATE HIGHWAY 5	WILSON CREEK PKWY	STATE HIGHWAY 5	436	0.08	1	2U	145	100%	475	39	12	15	27	24
ELM ST	STATE HIGHWAY 5	ROCKWALL ST	1,507	0.29	1	2U	227	100%	475	136	136	65	77	59
STATE HIGHWAY 5	STATE HIGHWAY 5	STATE HIGHWAY 5	1,690	0.32	2	4D	625	100%	700	448	448	200	248	248
ELDORADO PKWY	1,600 E OF BARRANCA WAY	STATE HIGHWAY 5	419	0.08	2	4D	656	100%	700	700	111	111	52	59
HARRY MCKILLOP BLVD / FM 546	975 E OF AIRPORT DR	STATE HIGHWAY 5	978	0.19	2	4D	195	100%	700	259	259	36	36	223
SUBTOTAL			126,338	23.83					24,086	23,585	14,430	9,657	18,692	998
									47,682	28,930	18,692	1,972		

City of McKinney - 2019 Roadway Impact Fee Update
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Service Area L

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PER LN		VEH-MI SUPPLY		VEH-MI DEMAND TOTAL		EXCESS CAPACITY		EXISTING DEFICIENCIES	
							NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
AIRPORT DR	470' N OF HARRY MCKILLOP BLVD	HARRY MCKILLOP BLVD / FM 546	468	0.09	1	2U	22	22	50%	475	475	21	21	1	1	20	20		
AIRPORT DR	INDUSTRIAL BLVD	FM 546	2,266	0.43	2	4D	191	191	50%	700	700	300	300	41	41	260	260		
INDUSTRIAL BLVD	AIRPORT DR	585' E OF AIRPORT DR	587	0.11	2	4D	33	33	100%	700	700	156	156	4	4	152	152		
AIRPORT DR	WILSON CREEK PKWY	385' N OF INDUSTRIAL BLVD	2,705	0.40	2	4D	843	843	50%	700	700	279	279	168	168	111	111		
AIRPORT DR	LOUISIANA ST	WILSON CREEK PKWY	4,197	0.79	2	4D	923	923	50%	700	700	556	556	367	367	189	189		
AIRPORT DR	VIRGINIA STREET	GREENVILLE RD	1,042	0.20	2	4D	920	920	100%	700	700	276	276	182	182	95	95		
AIRPORT DR	355' S OF US HIGHWAY 380	VIRGINIA STREET	1,863	0.35	2	4D	920	920	50%	700	700	247	247	162	162	85	85		
AIRPORT DR	US HIGHWAY 380	355' S OF US HIGHWAY 380	354	0.07	2	4D	920	920	100%	700	700	94	94	62	62	32	32		
AIRPORT DR	385' N OF INDUSTRIAL BLVD	INDUSTRIAL BLVD	387	0.07	2	4D	843	843	100%	700	700	103	103	62	62	41	41		
AIRPORT DR	FM 546	470' N OF HARRY MCKILLOP BLVD	1,656	0.31	2	4D	22	22	50%	700	700	220	220	3	3	216	216		
US HIGHWAY 380	AIRPORT DR	940' E OF AIRPORT DR	939	0.18	2	4D	2249	2249	100%	700	700	249	249	400	400	-151	-151	151	151
HARRY MCKILLOP BLVD / FM	AIRPORT DR	975' E OF AIRPORT DR	978	0.19	2	4D	195	195	100%	700	700	259	259	36	36	223	223		
SUBTOTAL			16,843	3.19								2,760	2,760	1,488	1,488	1,273	1,273	151	151
												5,521	5,521	2,375	2,375	2,545	2,545	302	302

City of McKinney - 2019 Roadway Impact Fee Update
Existing Roadway Facilities Inventory

10/7/2020

Service Area M

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXIST LANES	TYPE	PM PEAK HOUR VOL	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR		VEH-MI DEMAND PK-HR		EXCESS CAPACITY PK-HR		EXISTING DEFICIENCIES PK-HR		
									NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
No Thoroughfare Roadways within City Limits Currently Present within Service Area M																	
SUBTOTAL			0	0.00						0	0	0	0	0	0	0	0



Appendix D – Plan for Awarding the Roadway Impact Fee Credit Summary

AS PREPARED BY NEWGEN STRATEGIES & SOLUTIONS, LLC

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area B

Recoverable Impact Fee CIP Costs	\$ 9,638,193	Line 16, Maximum Fee Calculation Table
Financing Costs	2,272,855	See Detail Below
Existing Fund Balance	-	Page 1 of Appendix E - Service Area B
Interest Earnings	(1,349,526)	Page 5 of Appendix E - Service Area B
Pre Credit Recoverable Cost for Impact Fee	\$ 10,561,522	Sum of Above
Credit for Ad Valorem Revenues	(82,337)	Page 8 of Appendix E - Service Area B
Maximum Recoverable Cost for Impact Fee	\$ 10,479,185	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area B column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$ 7,091,951	(Page 3 of Appendix E - Service Area B)
Existing Annual Debt Service	-	(Page 3 of Appendix E - Service Area B)
Principal Component	(4,819,097)	(Page 4 of Appendix E - Service Area B)
Financing Costs	\$ 2,272,855	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area B.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area B.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area C

Recoverable Impact Fee CIP Costs	\$ 42,187,190	Line 16, Maximum Fee Calculation Table
Financing Costs	9,640,068	See Detail Below
Existing Fund Balance	(1,784,813)	Page 1 of Appendix E - Service Area C
Interest Earnings	(5,688,458)	Page 5 of Appendix E - Service Area C
Pre Credit Recoverable Cost for Impact Fee	\$ 44,353,987	Sum of Above
Credit for Ad Valorem Revenues	(601,239)	Page 8 of Appendix E - Service Area C
Maximum Recoverable Cost for Impact Fee	\$ 43,752,749	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees. Reference is Service Area C column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	27,286,745	(Page 3 of Appendix E - Service Area C)
Existing Annual Debt Service		5,836,214	(Page 3 of Appendix E - Service Area C)
Principal Component		(23,482,891)	(Page 4 of Appendix E - Service Area C)
Financing Costs	\$	9,640,068	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area C.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area C.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area D

Recoverable Impact Fee CIP Costs	\$ 132,127,064	Line 16, Maximum Fee Calculation Table
Financing Costs	32,193,283	See Detail Below
Existing Fund Balance	(131,981)	Page 1 of Appendix E - Service Area D
Interest Earnings	(17,212,335)	Page 5 of Appendix E - Service Area D
Pre Credit Recoverable Cost for Impact Fee	\$ 146,976,031	Sum of Above
Credit for Ad Valorem Revenues	(5,004,090)	Page 8 of Appendix E - Service Area D
Maximum Recoverable Cost for Impact Fee	\$ 141,971,941	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees. Reference is Service Area D column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	88,915,117	(Page 3 of Appendix E - Service Area D)
Existing Annual Debt Service		13,336,896	(Page 3 of Appendix E - Service Area D)
Principal Component		(70,058,730)	(Page 4 of Appendix E - Service Area D)
Financing Costs	\$	32,193,283	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area D.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area D.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area E

Recoverable Impact Fee CIP Costs	\$ 36,477,811	Line 16, Maximum Fee Calculation Table
Financing Costs	8,560,746	See Detail Below
Existing Fund Balance	(129,689)	Page 1 of Appendix E - Service Area E
Interest Earnings	(5,036,323)	Page 5 of Appendix E - Service Area E
Pre Credit Recoverable Cost for Impact Fee	\$ 39,872,546	Sum of Above
Credit for Ad Valorem Revenues	(578,212)	Page 8 of Appendix E - Service Area E
Maximum Recoverable Cost for Impact Fee	\$ 39,294,334	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area E column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	26,604,431	(Page 3 of Appendix E - Service Area E)
Existing Annual Debt Service		157,395	(Page 3 of Appendix E - Service Area E)
Principal Component		(18,201,079)	(Page 4 of Appendix E - Service Area E)
Financing Costs	\$	8,560,746	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area E.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area E.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area G

Recoverable Impact Fee CIP Costs	\$ 8,041,653	Line 16, Maximum Fee Calculation Table
Financing Costs	2,552,974	See Detail Below
Existing Fund Balance	(448,086)	Page 1 of Appendix E - Service Area G
Interest Earnings	(1,137,019)	Page 5 of Appendix E - Service Area G
Pre Credit Recoverable Cost for Impact Fee	\$ 9,009,522	Sum of Above
Credit for Ad Valorem Revenues	(67,194)	Page 8 of Appendix E - Service Area G
Maximum Recoverable Cost for Impact Fee	\$ 8,942,328	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area G column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$ 4,050,969	(Page 3 of Appendix E - Service Area G)
Existing Annual Debt Service	3,628,688	(Page 3 of Appendix E - Service Area G)
Principal Component	(5,126,683)	(Page 4 of Appendix E - Service Area G)
Financing Costs	\$ 2,552,974	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area G.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area G.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area H

Recoverable Impact Fee CIP Costs	\$ 10,213,823	Line 16, Maximum Fee Calculation Table
Financing Costs	2,942,747	See Detail Below
Existing Fund Balance	(293,933)	Page 1 of Appendix E - Service Area H
Interest Earnings	(1,231,934)	Page 5 of Appendix E - Service Area H
Pre Credit Recoverable Cost for Impact Fee	\$ 11,630,704	Sum of Above
Credit for Ad Valorem Revenues	(333,123)	Page 8 of Appendix E - Service Area H
Maximum Recoverable Cost for Impact Fee	\$ 11,297,580	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees. Reference is Service Area H column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	4,752,546	(Page 3 of Appendix E - Service Area H)
Existing Annual Debt Service		5,016,542	(Page 3 of Appendix E - Service Area H)
Principal Component		(6,826,340)	(Page 4 of Appendix E - Service Area H)
Financing Costs	\$	2,942,747	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area H.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area H.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area I

Recoverable Impact Fee CIP Costs	\$ 25,021,841	Line 16, Maximum Fee Calculation Table
Financing Costs	7,106,451	See Detail Below
Existing Fund Balance	(5,189,258)	Page 1 of Appendix E - Service Area I
Interest Earnings	(3,301,274)	Page 5 of Appendix E - Service Area I
Pre Credit Recoverable Cost for Impact Fee	\$ 23,637,760	Sum of Above
Credit for Ad Valorem Revenues	(449,003)	Page 8 of Appendix E - Service Area I
Maximum Recoverable Cost for Impact Fee	\$ 23,188,757	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area I column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	9,394,797	(Page 3 of Appendix E - Service Area I)
Existing Annual Debt Service		12,937,528	(Page 3 of Appendix E - Service Area I)
Principal Component		(15,225,874)	(Page 4 of Appendix E - Service Area I)
Financing Costs	\$	7,106,451	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area I.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area I.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area J

Recoverable Impact Fee CIP Costs	\$ 9,621,608	Line 16, Maximum Fee Calculation Table
Financing Costs	2,915,731	See Detail Below
Existing Fund Balance	(2,179,356)	Page 1 of Appendix E - Service Area J
Interest Earnings	(1,467,153)	Page 5 of Appendix E - Service Area J
Pre Credit Recoverable Cost for Impact Fee	\$ 8,890,830	Sum of Above
Credit for Ad Valorem Revenues	(257,003)	Page 8 of Appendix E - Service Area J
Maximum Recoverable Cost for Impact Fee	\$ 8,633,827	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area J column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$ 4,864,097	(Page 3 of Appendix E - Service Area J)
Existing Annual Debt Service	4,346,705	(Page 3 of Appendix E - Service Area J)
Principal Component	(6,295,072)	(Page 4 of Appendix E - Service Area J)
Financing Costs	\$ 2,915,731	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area J.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area J.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area K

Recoverable Impact Fee CIP Costs	\$ 9,904,669	Line 16, Maximum Fee Calculation Table
Financing Costs	2,590,329	See Detail Below
Existing Fund Balance	(779,111)	Page 1 of Appendix E - Service Area K
Interest Earnings	(1,427,017)	Page 5 of Appendix E - Service Area K
Pre Credit Recoverable Cost for Impact Fee	\$ 10,288,870	Sum of Above
Credit for Ad Valorem Revenues	(80,502)	Page 8 of Appendix E - Service Area K
Maximum Recoverable Cost for Impact Fee	\$ 10,208,369	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area K column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	6,321,850	(Page 3 of Appendix E - Service Area K)
Existing Annual Debt Service		1,724,071	(Page 3 of Appendix E - Service Area K)
Principal Component		(5,455,592)	(Page 4 of Appendix E - Service Area K)
Financing Costs	\$	2,590,329	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area K.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area K.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area L

Recoverable Impact Fee CIP Costs	\$ 3,542,826	Line 16, Maximum Fee Calculation Table
Financing Costs	829,021	See Detail Below
Existing Fund Balance	(5,532)	Page 1 of Appendix E - Service Area L
Interest Earnings	(491,577)	Page 5 of Appendix E - Service Area L
Pre Credit Recoverable Cost for Impact Fee	\$ 3,874,737	Sum of Above
Credit for Ad Valorem Revenues	(5,956)	Page 8 of Appendix E - Service Area L
Maximum Recoverable Cost for Impact Fee	\$ 3,868,782	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area L column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$ 2,536,809	(Page 3 of Appendix E - Service Area L)
Existing Annual Debt Service	73,147	(Page 3 of Appendix E - Service Area L)
Principal Component	(1,780,935)	(Page 4 of Appendix E - Service Area L)
Financing Costs	\$ 829,021	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area L.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area L.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area M

Recoverable Impact Fee CIP Costs	\$ 668,610	Line 16, Maximum Fee Calculation Table
Financing Costs	157,670	See Detail Below
Existing Fund Balance	-	Page 1 of Appendix E - Service Area M
Interest Earnings	(94,613)	Page 5 of Appendix E - Service Area M
Pre Credit Recoverable Cost for Impact Fee	\$ 731,667	Sum of Above
Credit for Ad Valorem Revenues	(181)	Page 8 of Appendix E - Service Area M
Maximum Recoverable Cost for Impact Fee	\$ 731,486	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through impact fees.
Reference is Service Area M column, line 16 on the Max Fee Calculation Table.

Financing Costs:

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

New Annual Debt Service	\$	491,975	(Page 3 of Appendix E - Service Area M)
Existing Annual Debt Service		-	(Page 3 of Appendix E - Service Area M)
Principal Component		(334,305)	(Page 4 of Appendix E - Service Area M)
Financing Costs	\$	157,670	

Existing Fund Balance:

Represents impact fee revenue collected but not yet expended. Some projects that are included in the 2020 Impact Fee Update were also included in prior Impact Fee Updates. To avoid charging twice for the same project, the impact fee revenues collected but yet to be expended (i.e. fund balance) are credited against the recoverable costs. Reference is page 1 of Appendix E - Service Area M.

Interest Earnings:

Represents the interest earned on cash flows and assumes a 2.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the impact fee account and are held to the same restrictions as impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of recoverable costs. Reference is page 1 of Appendix E - Service Area M.

Pre Credit Recoverable Cost for Impact Fee

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

Credit for Ad Valorem Revenues:

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

Maximum Recoverable Cost for Impact Fee:

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



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

AS PREPARED BY NEWGEN STRATEGIES & SOLUTIONS, LLC

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area B

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	958
Existing Fund Balance ⁽³⁾	\$ -

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ -
Non-debt Funded Project Cost ⁽⁵⁾	4,819,097
New Project Cost Funded Through New Debt ⁽⁶⁾	4,819,097
Total Recoverable Project Cost ⁽⁷⁾	\$ 9,638,193

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 481,910	4.00%	20
2	481,910	4.00%	20
3	481,910	4.00%	20
4	481,910	4.00%	20
5	481,910	4.00%	20
6	481,910	4.00%	20
7	481,910	4.00%	20
8	481,910	4.00%	20
9	481,910	4.00%	20
10	481,910	4.00%	20
Total	\$ 4,819,097		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 481,910
2	642,546
3	803,183
4	963,819
5	963,819
6	963,819
7	963,819
8	963,819
9	963,819
10	963,819
11	481,910
12	321,273
13	160,637
Total	\$ 9,638,193

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area B

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 35,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,460
2	35,460	35,460	-	-	-	-	-	-	-	-	70,920
3	35,460	35,460	35,460	-	-	-	-	-	-	-	106,379
4	35,460	35,460	35,460	35,460	-	-	-	-	-	-	141,839
5	35,460	35,460	35,460	35,460	35,460	-	-	-	-	-	177,299
6	35,460	35,460	35,460	35,460	35,460	35,460	-	-	-	-	212,759
7	35,460	35,460	35,460	35,460	35,460	35,460	35,460	-	-	-	248,218
8	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	-	-	283,678
9	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	-	319,138
10	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
11	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
12	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
13	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
14	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
15	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
16	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
17	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
18	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
19	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
20	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	354,598
21	-	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	319,138
22	-	-	35,460	35,460	35,460	35,460	35,460	35,460	35,460	35,460	283,678
23	-	-	-	35,460	35,460	35,460	35,460	35,460	35,460	35,460	248,218
24	-	-	-	-	35,460	35,460	35,460	35,460	35,460	35,460	212,759
25	-	-	-	-	-	35,460	35,460	35,460	35,460	35,460	177,299
26	-	-	-	-	-	-	35,460	35,460	35,460	35,460	141,839
27	-	-	-	-	-	-	-	35,460	35,460	35,460	106,379
28	-	-	-	-	-	-	-	-	35,460	35,460	70,920
29	-	-	-	-	-	-	-	-	-	35,460	35,460
	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 709,195	\$ 7,091,951

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 35,460	\$ 481,910	\$ (481,910)	\$ -	\$ (56)	\$ 35,404
2	70,920	642,546	(481,910)	-	(218)	231,338
3	106,379	803,183	(481,910)	-	(476)	427,176
4	141,839	963,819	(481,910)	-	(824)	622,924
5	177,299	963,819	(481,910)	-	(1,254)	657,954
6	212,759	963,819	(481,910)	-	(1,760)	692,908
7	248,218	963,819	(481,910)	-	(2,336)	727,792
8	283,678	963,819	(481,910)	-	(2,977)	762,611
9	319,138	963,819	(481,910)	-	(3,678)	797,369
10	354,598	963,819	(481,910)	-	(4,436)	832,071
11	354,598	481,910	-	-	(4,436)	832,071
12	354,598	321,273	-	-	(4,436)	671,435
13	354,598	160,637	-	-	(4,436)	510,798
14	354,598	-	-	-	(4,436)	350,162
15	354,598	-	-	-	(4,436)	350,162
16	354,598	-	-	-	(4,436)	350,162
17	354,598	-	-	-	(4,436)	350,162
18	354,598	-	-	-	(4,436)	350,162
19	354,598	-	-	-	(4,436)	350,162
20	354,598	-	-	-	(4,436)	350,162
21	319,138	-	-	-	(3,992)	315,145
22	283,678	-	-	-	(3,549)	280,129
23	248,218	-	-	-	(3,105)	245,113
24	212,759	-	-	-	(2,662)	210,097
25	177,299	-	-	-	(2,218)	175,081
26	141,839	-	-	-	(1,774)	140,065
27	106,379	-	-	-	(1,331)	105,048
28	70,920	-	-	-	(887)	70,032
29	35,460	-	-	-	(444)	35,016
	\$ 7,091,951	\$ 9,638,193	\$ (4,819,097)	\$ -	\$ (82,337)	\$ 11,828,711

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

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area B

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 1,094	958	\$ 1,047,918	\$ 35,404	\$ 1,012,515	\$ 10,125	1,022,640
2	1,094	958	1,047,918	231,338	816,580	28,619	1,867,839
3	1,094	958	1,047,918	427,176	620,743	43,564	2,532,146
4	1,094	958	1,047,918	622,924	424,994	54,893	3,012,032
5	1,094	958	1,047,918	657,954	389,964	64,140	3,466,137
6	1,094	958	1,047,918	692,908	355,010	72,873	3,894,020
7	1,094	958	1,047,918	727,792	320,126	81,082	4,295,228
8	1,094	958	1,047,918	762,611	285,308	88,758	4,669,294
9	1,094	958	1,047,918	797,369	250,549	95,891	5,015,734
10	1,094	958	1,047,918	832,071	215,847	102,473	5,334,055
11	-	-	-	832,071	(832,071)	98,360	4,600,344
12	-	-	-	671,435	(671,435)	85,293	4,014,202
13	-	-	-	510,798	(510,798)	75,176	3,578,579
14	-	-	-	350,162	(350,162)	68,070	3,296,488
15	-	-	-	350,162	(350,162)	62,428	3,008,754
16	-	-	-	350,162	(350,162)	56,673	2,715,266
17	-	-	-	350,162	(350,162)	50,804	2,415,908
18	-	-	-	350,162	(350,162)	44,817	2,110,563
19	-	-	-	350,162	(350,162)	38,710	1,799,111
20	-	-	-	350,162	(350,162)	32,481	1,481,430
21	-	-	-	315,145	(315,145)	26,477	1,192,762
22	-	-	-	280,129	(280,129)	21,054	933,687
23	-	-	-	245,113	(245,113)	16,223	704,796
24	-	-	-	210,097	(210,097)	11,995	506,694
25	-	-	-	175,081	(175,081)	8,383	339,996
26	-	-	-	140,065	(140,065)	5,399	205,331
27	-	-	-	105,048	(105,048)	3,056	103,339
28	-	-	-	70,032	(70,032)	1,366	34,673
29	-	-	-	35,016	(35,016)	343	-
			\$ 10,479,185	\$ 11,828,711		\$ 1,349,526	

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area B

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	958	1,684	\$ 35,404	\$ 62,255
2	28	1.7240	1.0000	958	1,651	231,338	398,817
3	27	1.6902	1.0000	958	1,619	427,176	721,992
4	26	1.6570	1.0000	958	1,587	622,924	1,032,193
5	25	1.6245	1.0000	958	1,556	657,954	1,068,861
6	24	1.5927	1.0000	958	1,525	692,908	1,103,573
7	23	1.5614	1.0000	958	1,496	727,792	1,136,403
8	22	1.5308	1.0000	958	1,466	762,611	1,167,422
9	21	1.5008	1.0000	958	1,437	797,369	1,196,697
10	20	1.4714	1.0000	958	1,409	832,071	1,224,292
11	19	1.4425	1.0000	-	-	832,071	1,200,287
12	18	1.4142	1.0000	-	-	671,435	949,572
13	17	1.3865	1.0000	-	-	510,798	708,229
14	16	1.3593	1.0000	-	-	350,162	475,984
15	15	1.3327	1.0000	-	-	350,162	466,651
16	14	1.3065	1.0000	-	-	350,162	457,501
17	13	1.2809	1.0000	-	-	350,162	448,530
18	12	1.2558	1.0000	-	-	350,162	439,736
19	11	1.2312	1.0000	-	-	350,162	431,113
20	10	1.2070	1.0000	-	-	350,162	422,660
21	9	1.1834	1.0000	-	-	315,145	372,936
22	8	1.1602	1.0000	-	-	280,129	324,998
23	7	1.1374	1.0000	-	-	245,113	278,798
24	6	1.1151	1.0000	-	-	210,097	234,284
25	5	1.0933	1.0000	-	-	175,081	191,408
26	4	1.0718	1.0000	-	-	140,065	150,124
27	3	1.0508	1.0000	-	-	105,048	110,385
28	2	1.0302	1.0000	-	-	70,032	72,147
29	1	1.0100	1.0000	-	-	35,016	35,366
					15,431		\$ 16,883,217

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ -
Total Escalated Expense for Entire Period	\$ 16,883,217
Less Future Value of Initial Impact Fee Fund Balance	-
Sub-Total	\$ 16,883,217
Total Escalated Vehicle Miles	15,431
Impact Fee For Service Area B	\$ 1,094

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area B

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
UNNAMED 5 (4)	B-1, D-2	\$ 2,452,100	\$ 2,433,532	\$ -	\$ 1,216,766	\$ 1,216,766	\$ 2,433,532
HARDIN BLVD (1)	B-2	438,900	435,577	-	217,788	217,788	435,577
HARDIN BLVD (2)	B-3	2,418,500	2,400,187	-	1,200,093	1,200,093	2,400,187
HARDIN BLVD (3)	B-4	4,090,450	4,059,477	-	2,029,738	2,029,738	4,059,477
Signal	1	150,000	148,864	-	74,432	74,432	148,864
Signal	3	150,000	148,864	-	74,432	74,432	148,864
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 9,711,642	\$ 9,638,193	\$ -	\$ 4,819,097	\$ 4,819,097	\$ 9,638,193

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area B

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 35,460	606,072	\$ 0.06	958	\$ 56
2	70,920	623,802	0.11	1,916	218
3	106,379	641,531	0.17	2,873	476
4	141,839	659,260	0.22	3,831	824
5	177,299	676,990	0.26	4,789	1,254
6	212,759	694,719	0.31	5,747	1,760
7	248,218	712,448	0.35	6,705	2,336
8	283,678	730,177	0.39	7,662	2,977
9	319,138	747,907	0.43	8,620	3,678
10	354,598	765,636	0.46	9,578	4,436
11	354,598	765,636	0.46	9,578	4,436
12	354,598	765,636	0.46	9,578	4,436
13	354,598	765,636	0.46	9,578	4,436
14	354,598	765,636	0.46	9,578	4,436
15	354,598	765,636	0.46	9,578	4,436
16	354,598	765,636	0.46	9,578	4,436
17	354,598	765,636	0.46	9,578	4,436
18	354,598	765,636	0.46	9,578	4,436
19	354,598	765,636	0.46	9,578	4,436
20	354,598	765,636	0.46	9,578	4,436
21	319,138	765,636	0.42	9,578	3,992
22	283,678	765,636	0.37	9,578	3,549
23	248,218	765,636	0.32	9,578	3,105
24	212,759	765,636	0.28	9,578	2,662
25	177,299	765,636	0.23	9,578	2,218
26	141,839	765,636	0.19	9,578	1,774
27	106,379	765,636	0.14	9,578	1,331
28	70,920	765,636	0.09	9,578	887
29	35,460	765,636	0.05	9,578	444
Total	\$ 7,091,951				\$ 82,337

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	9,578
Annual Growth in Vehicle Miles	<u>10 years</u> 958
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	167,715
Annual Growth in Vehicle Miles	<u>10 years</u> 16,772
Credit Amount	\$ 82,337

(1) Appendix E - Service Area B, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area C

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	1,558
Existing Fund Balance ⁽³⁾	\$ 1,784,813

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 4,941,103
Non-debt Funded Project Cost ⁽⁵⁾	18,704,299
New Project Cost Funded Through New Debt ⁽⁶⁾	18,541,789
Total Recoverable Project Cost ⁽⁷⁾	\$ 42,187,190

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 1,854,179	4.00%	20
2	1,854,179	4.00%	20
3	1,854,179	4.00%	20
4	1,854,179	4.00%	20
5	1,854,179	4.00%	20
6	1,854,179	4.00%	20
7	1,854,179	4.00%	20
8	1,854,179	4.00%	20
9	1,854,179	4.00%	20
10	1,854,179	4.00%	20
Total	\$ 18,541,789		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 1,870,430
2	2,488,489
3	3,106,549
4	3,724,609
5	3,724,609
6	3,724,609
7	3,724,609
8	3,724,609
9	3,724,609
10	3,724,609
11	1,854,179
12	1,236,119
13	618,060
Total	\$ 37,246,087

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area C

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 136,434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,434
2	136,434	136,434	-	-	-	-	-	-	-	-	272,867
3	136,434	136,434	136,434	-	-	-	-	-	-	-	409,301
4	136,434	136,434	136,434	136,434	-	-	-	-	-	-	545,735
5	136,434	136,434	136,434	136,434	136,434	-	-	-	-	-	682,169
6	136,434	136,434	136,434	136,434	136,434	136,434	-	-	-	-	818,602
7	136,434	136,434	136,434	136,434	136,434	136,434	136,434	-	-	-	955,036
8	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	-	-	1,091,470
9	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	-	1,227,904
10	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
11	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
12	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
13	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
14	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
15	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
16	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
17	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
18	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
19	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
20	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,364,337
21	-	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,227,904
22	-	-	136,434	136,434	136,434	136,434	136,434	136,434	136,434	136,434	1,091,470
23	-	-	-	136,434	136,434	136,434	136,434	136,434	136,434	136,434	955,036
24	-	-	-	-	136,434	136,434	136,434	136,434	136,434	136,434	818,602
25	-	-	-	-	-	136,434	136,434	136,434	136,434	136,434	682,169
26	-	-	-	-	-	-	136,434	136,434	136,434	136,434	545,735
27	-	-	-	-	-	-	-	136,434	136,434	136,434	409,301
28	-	-	-	-	-	-	-	-	136,434	136,434	272,867
29	-	-	-	-	-	-	-	-	-	136,434	136,434
	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 2,728,675	\$ 27,286,745

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 136,434	\$ 1,870,430	\$ (1,854,179)	\$ 573,496	\$ (1,825)	\$ 724,355
2	272,867	2,488,489	(1,854,179)	441,988	(3,571)	1,345,595
3	409,301	3,106,549	(1,854,179)	333,872	(5,415)	1,990,129
4	545,735	3,724,609	(1,854,179)	327,296	(8,254)	2,735,206
5	682,169	3,724,609	(1,854,179)	320,670	(11,541)	2,861,727
6	818,602	3,724,609	(1,854,179)	314,098	(15,243)	2,987,887
7	955,036	3,724,609	(1,854,179)	307,472	(19,329)	3,113,609
8	1,091,470	3,724,609	(1,854,179)	300,895	(23,770)	3,239,024
9	1,227,904	3,724,609	(1,854,179)	294,259	(28,542)	3,364,051
10	1,364,337	3,724,609	(1,854,179)	287,667	(33,621)	3,488,813
11	1,364,337	1,854,179	-	281,062	(33,487)	3,466,091
12	1,364,337	1,236,119	-	277,083	(33,406)	2,844,134
13	1,364,337	618,060	-	273,138	(33,325)	2,222,209
14	1,364,337	-	-	269,170	(33,245)	1,600,262
15	1,364,337	-	-	263,906	(33,138)	1,595,106
16	1,364,337	-	-	259,602	(33,050)	1,590,890
17	1,364,337	-	-	217,620	(32,196)	1,549,762
18	1,364,337	-	-	212,590	(32,093)	1,544,834
19	1,364,337	-	-	208,151	(32,003)	1,540,485
20	1,364,337	-	-	72,179	(29,236)	1,407,281
21	1,227,904	-	-	-	(24,990)	1,202,914
22	1,091,470	-	-	-	(22,213)	1,069,257
23	955,036	-	-	-	(19,437)	935,599
24	818,602	-	-	-	(16,660)	801,942
25	682,169	-	-	-	(13,883)	668,285
26	545,735	-	-	-	(11,107)	534,628
27	409,301	-	-	-	(8,330)	400,971
28	272,867	-	-	-	(5,553)	267,314
29	136,434	-	-	-	(2,777)	133,657
	\$ 27,286,745	\$ 37,246,087	\$ (18,541,789)	\$ 5,836,214	\$ (601,239)	\$ 51,226,020

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

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area C

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 1,784,813
1	\$ 2,808	1,558	\$ 4,375,275	\$ 724,355	\$ 3,650,920	\$ 72,205	5,507,938
2	2,808	1,558	4,375,275	1,345,595	3,029,680	140,456	8,678,073
3	2,808	1,558	4,375,275	1,990,129	2,385,146	197,413	11,260,632
4	2,808	1,558	4,375,275	2,735,206	1,640,068	241,613	13,142,314
5	2,808	1,558	4,375,275	2,861,727	1,513,548	277,982	14,933,844
6	2,808	1,558	4,375,275	2,987,887	1,387,388	312,551	16,633,782
7	2,808	1,558	4,375,275	3,113,609	1,261,665	345,292	18,240,740
8	2,808	1,558	4,375,275	3,239,024	1,136,250	376,177	19,753,168
9	2,808	1,558	4,375,275	3,364,051	1,011,224	405,176	21,169,567
10	2,808	1,558	4,375,275	3,488,813	886,462	432,256	22,488,285
11	-	-	-	3,466,091	(3,466,091)	415,105	19,437,299
12	-	-	-	2,844,134	(2,844,134)	360,305	16,953,470
13	-	-	-	2,222,209	(2,222,209)	316,847	15,048,107
14	-	-	-	1,600,262	(1,600,262)	284,960	13,732,805
15	-	-	-	1,595,106	(1,595,106)	258,705	12,396,404
16	-	-	-	1,590,890	(1,590,890)	232,019	11,037,533
17	-	-	-	1,549,762	(1,549,762)	205,253	9,693,024
18	-	-	-	1,544,834	(1,544,834)	178,412	8,326,602
19	-	-	-	1,540,485	(1,540,485)	151,127	6,937,245
20	-	-	-	1,407,281	(1,407,281)	124,672	5,654,636
21	-	-	-	1,202,914	(1,202,914)	101,064	4,552,786
22	-	-	-	1,069,257	(1,069,257)	80,363	3,563,892
23	-	-	-	935,599	(935,599)	61,922	2,690,215
24	-	-	-	801,942	(801,942)	45,785	1,934,057
25	-	-	-	668,285	(668,285)	31,998	1,297,770
26	-	-	-	534,628	(534,628)	20,609	783,751
27	-	-	-	400,971	(400,971)	11,665	394,445
28	-	-	-	267,314	(267,314)	5,216	132,347
29	-	-	-	133,657	(133,657)	1,310	-
			\$ 43,752,749	\$ 51,226,020		\$ 5,688,458	

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area C

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	1,558	2,740	\$ 724,355	\$ 1,273,731
2	28	1.7240	1.0000	1,558	2,686	1,345,595	2,319,746
3	27	1.6902	1.0000	1,558	2,634	1,990,129	3,363,620
4	26	1.6570	1.0000	1,558	2,582	2,735,206	4,532,270
5	25	1.6245	1.0000	1,558	2,531	2,861,727	4,648,938
6	24	1.5927	1.0000	1,558	2,482	2,987,887	4,758,713
7	23	1.5614	1.0000	1,558	2,433	3,113,609	4,861,713
8	22	1.5308	1.0000	1,558	2,385	3,239,024	4,958,373
9	21	1.5008	1.0000	1,558	2,339	3,364,051	5,048,791
10	20	1.4714	1.0000	1,558	2,293	3,488,813	5,133,367
11	19	1.4425	1.0000	-	-	3,466,091	4,999,936
12	18	1.4142	1.0000	-	-	2,844,134	4,022,299
13	17	1.3865	1.0000	-	-	2,222,209	3,081,124
14	16	1.3593	1.0000	-	-	1,600,262	2,175,280
15	15	1.3327	1.0000	-	-	1,595,106	2,125,755
16	14	1.3065	1.0000	-	-	1,590,890	2,078,565
17	13	1.2809	1.0000	-	-	1,549,762	1,985,128
18	12	1.2558	1.0000	-	-	1,544,834	1,940,015
19	11	1.2312	1.0000	-	-	1,540,485	1,896,621
20	10	1.2070	1.0000	-	-	1,407,281	1,698,649
21	9	1.1834	1.0000	-	-	1,202,914	1,423,499
22	8	1.1602	1.0000	-	-	1,069,257	1,240,522
23	7	1.1374	1.0000	-	-	935,599	1,064,173
24	6	1.1151	1.0000	-	-	801,942	894,263
25	5	1.0933	1.0000	-	-	668,285	730,607
26	4	1.0718	1.0000	-	-	534,628	573,025
27	3	1.0508	1.0000	-	-	400,971	421,342
28	2	1.0302	1.0000	-	-	267,314	275,387
29	1	1.0100	1.0000	-	-	133,657	134,994
					<u>25,104</u>		<u>\$ 73,660,447</u>

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 1,784,813
Total Escalated Expense for Entire Period	\$ 73,660,447
Less Future Value of Initial Impact Fee Fund Balance	<u>3,169,551</u>
Sub-Total	\$ 70,490,896
Total Escalated Vehicle Miles	<u>25,104</u>
Impact Fee For Service Area C	\$ 2,808

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area C

Impact Fee Project Name ⁽¹⁾	Total		Impact Fee		Debt Funded ⁽³⁾		Non-Debt		Impact Fee	
	Project Cost ⁽¹⁾	Cost In Service Area ⁽¹⁾	Recoverable Cost ⁽²⁾	Existing	Proposed	Funded ⁽³⁾	Funded ⁽³⁾	Recoverable Cost		
UNNAMED 5 (1)	\$ 7,715,900	\$ 3,857,950	\$ 1,392,232	\$ -	\$ 696,116	\$ 696,116	\$ -	\$ 1,392,232		
UNNAMED 5 (2)	3,137,400	1,568,700	566,102	-	283,051	283,051	-	566,102		
LAUD HOWELL PKWY (1)	665,000	332,500	119,990	-	59,995	59,995	-	119,990		
LAUD HOWELL PKWY (2)	1,171,800	1,171,800	422,871	-	211,436	211,436	-	422,871		
LAUD HOWELL PKWY (3)	808,500	404,250	145,883	-	72,942	72,942	-	145,883		
LAUD HOWELL PKWY (4)	2,859,500	1,429,750	515,959	-	257,979	257,979	-	515,959		
LAUD HOWELL PKWY (5)	3,073,000	1,536,500	554,482	-	277,241	277,241	-	554,482		
BLOOMDALE RD (1)	3,179,400	3,179,400	1,147,361	-	573,680	573,680	-	1,147,361		
BLOOMDALE RD (2)	4,838,400	2,419,200	873,025	-	436,512	436,512	-	873,025		
BLOOMDALE RD (3)	13,314,000	13,314,000	4,804,669	-	2,402,334	2,402,334	-	4,804,669		
BLOOMDALE RD (4)	3,292,800	1,646,400	594,142	-	297,071	297,071	-	594,142		
BLOOMDALE RD (5)	1,453,200	1,453,200	524,421	-	262,211	262,211	-	524,421		
BLOOMDALE RD (6)	4,650,800	2,325,400	839,175	-	419,588	419,588	-	839,175		
WILMETH RD (1)	8,845,850	8,845,850	3,192,232	-	1,596,116	1,596,116	-	3,192,232		
WILMETH RD (2)	6,200,600	3,100,300	1,118,816	-	559,408	559,408	-	1,118,816		
WILMETH RD (3)	1,593,000	1,593,000	574,871	558,447	(0)	16,425	574,871	574,871		
WILMETH RD (4)	708,000	708,000	255,498	248,198	-	7,300	255,498	255,498		
CUSTER RD (1)	1,834,000	917,000	330,921	-	165,460	165,460	-	330,921		
CUSTER RD (2)	2,869,825	2,869,825	1,035,644	-	517,822	517,822	-	1,035,644		
CUSTER RD (3)	8,071,300	4,035,650	1,456,359	150,074	630,744	675,542	1,456,359	1,456,359		
STONEBRIDGE DR (2)	2,763,650	2,763,650	997,328	-	498,664	498,664	-	997,328		
STONEBRIDGE DR (3)	14,194,900	14,194,900	5,122,562	-	2,561,281	2,561,281	-	5,122,562		
STONEBRIDGE DR (4)	2,117,300	1,058,650	382,039	-	191,019	191,019	-	382,039		
STONEBRIDGE DR (5)	8,232,050	8,232,050	2,970,728	-	1,485,364	1,485,364	-	2,970,728		
STONEBRIDGE DR (6)	1,030,750	1,030,750	371,970	-	185,985	185,985	-	371,970		
RIDGE RD (1)	3,095,400	1,547,700	558,524	-	279,262	279,262	-	558,524		
RIDGE RD (2)	7,267,950	7,267,950	2,622,810	-	1,311,405	1,311,405	-	2,622,810		
RIDGE RD (3)	9,144,800	4,572,400	1,650,058	-	825,029	825,029	-	1,650,058		
RIDGE RD (4)	3,756,200	1,878,100	677,756	-	338,878	338,878	-	677,756		
RIDGE RD (5)	7,411,200	7,411,200	2,674,505	2,233,786	187,510	253,209	2,674,505	2,674,505		
RIDGE RD (6)	1,455,000	727,500	262,535	217,174	19,487	25,875	262,535	262,535		
RIDGE RD (7)	2,857,200	2,857,200	1,031,088	744,595	132,296	154,196	1,031,088	1,031,088		
LAKE FOREST DR (2)	5,008,981	2,504,491	903,804	458,631	222,587	222,587	903,804	903,804		
LAKE FOREST DR (3)	2,350,800	1,175,400	424,171	-	212,085	212,085	-	424,171		
Signal	300,000	75,000	27,066	-	13,533	13,533	-	27,066		
Signal	300,000	225,000	81,197	-	40,598	40,598	-	81,197		
Signal	300,000	150,000	54,131	-	27,066	27,066	-	54,131		
Intersection Improvement	150,000	75,000	27,066	-	13,533	13,533	-	27,066		
Signal	300,000	300,000	108,262	-	54,131	54,131	-	108,262		
Signal	300,000	150,000	54,131	-	27,066	27,066	-	54,131		
Signal	300,000	75,000	27,066	-	13,533	13,533	-	27,066		
Signal	300,000	300,000	108,262	-	54,131	54,131	-	108,262		
Signal	300,000	300,000	108,262	-	54,131	54,131	-	108,262		
Roundabout	1,830,000	915,000	330,199	330,199	-	-	330,199	330,199		
Signal Mod	150,000	75,000	27,066	-	13,533	13,533	-	27,066		
Signal	300,000	150,000	54,131	-	27,066	27,066	-	54,131		
Signal	300,000	150,000	54,131	-	27,066	27,066	-	54,131		
Impact Fee Study	11,692	11,692	11,692	-	5,846	5,846	-	11,692		
Total	\$ 156,110,148	\$ 116,882,308	\$ 42,187,190	\$ 4,941,103	\$ 18,541,789	\$ 18,704,299	\$ 42,187,190			

(1) Per Kinley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study

Capital Improvement Plan for Impact Fees Appendix E - Impact Fee Calculation Assumptions Service Area C

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 709,930	606,072	\$ 1.17	1,558	\$ 1,825
2	714,856	623,802	1.15	3,116	3,571
3	743,174	641,531	1.16	4,675	5,415
4	873,030	659,260	1.32	6,233	8,254
5	1,002,838	676,990	1.48	7,791	11,541
6	1,132,700	694,719	1.63	9,349	15,243
7	1,262,508	712,448	1.77	10,907	19,329
8	1,392,365	730,177	1.91	12,466	23,770
9	1,522,163	747,907	2.04	14,024	28,542
10	1,652,004	765,636	2.16	15,582	33,621
11	1,645,399	765,636	2.15	15,582	33,487
12	1,641,420	765,636	2.14	15,582	33,406
13	1,637,475	765,636	2.14	15,582	33,325
14	1,633,507	765,636	2.13	15,582	33,245
15	1,628,243	765,636	2.13	15,582	33,138
16	1,623,940	765,636	2.12	15,582	33,050
17	1,581,957	765,636	2.07	15,582	32,196
18	1,576,927	765,636	2.06	15,582	32,093
19	1,572,488	765,636	2.05	15,582	32,003
20	1,436,517	765,636	1.88	15,582	29,236
21	1,227,904	765,636	1.60	15,582	24,990
22	1,091,470	765,636	1.43	15,582	22,213
23	955,036	765,636	1.25	15,582	19,437
24	818,602	765,636	1.07	15,582	16,660
25	682,169	765,636	0.89	15,582	13,883
26	545,735	765,636	0.71	15,582	11,107
27	409,301	765,636	0.53	15,582	8,330
28	272,867	765,636	0.36	15,582	5,553
29	136,434	765,636	0.18	15,582	2,777
Total	\$ 33,122,960				\$ 601,239

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	15,582
	<u>10 years</u>
Annual Growth in Vehicle Miles	1,558
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	161,711
	<u>10 years</u>
Annual Growth in Vehicle Miles	16,171
Credit Amount	\$ 601,239

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

(2) Per Kimley-Horn Impact Fee Study

(3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area D

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	4,130
Existing Fund Balance ⁽³⁾	\$ 131,981

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 9,639,457
Non-debt Funded Project Cost ⁽⁵⁾	62,068,334
New Project Cost Funded Through New Debt ⁽⁶⁾	60,419,273
Total Recoverable Project Cost ⁽⁷⁾	\$ 132,127,064

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 6,041,927	4.00%	20
2	6,041,927	4.00%	20
3	6,041,927	4.00%	20
4	6,041,927	4.00%	20
5	6,041,927	4.00%	20
6	6,041,927	4.00%	20
7	6,041,927	4.00%	20
8	6,041,927	4.00%	20
9	6,041,927	4.00%	20
10	6,041,927	4.00%	20
Total	\$ 60,419,273		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 6,206,833
2	8,220,809
3	10,234,785
4	12,248,761
5	12,248,761
6	12,248,761
7	12,248,761
8	12,248,761
9	12,248,761
10	12,248,761
11	6,041,927
12	4,027,952
13	2,013,976
Total	\$ 122,487,607

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area D

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 444,576	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444,576
2	444,576	444,576	-	-	-	-	-	-	-	-	889,151
3	444,576	444,576	444,576	-	-	-	-	-	-	-	1,333,727
4	444,576	444,576	444,576	444,576	-	-	-	-	-	-	1,778,302
5	444,576	444,576	444,576	444,576	444,576	-	-	-	-	-	2,222,878
6	444,576	444,576	444,576	444,576	444,576	444,576	-	-	-	-	2,667,454
7	444,576	444,576	444,576	444,576	444,576	444,576	444,576	-	-	-	3,112,029
8	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	-	-	3,556,605
9	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	-	4,001,180
10	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
11	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
12	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
13	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
14	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
15	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
16	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
17	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
18	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
19	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
20	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,445,756
21	-	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	4,001,180
22	-	-	444,576	444,576	444,576	444,576	444,576	444,576	444,576	444,576	3,556,605
23	-	-	-	444,576	444,576	444,576	444,576	444,576	444,576	444,576	3,112,029
24	-	-	-	-	444,576	444,576	444,576	444,576	444,576	444,576	2,667,454
25	-	-	-	-	-	444,576	444,576	444,576	444,576	444,576	2,222,878
26	-	-	-	-	-	-	444,576	444,576	444,576	444,576	1,778,302
27	-	-	-	-	-	-	-	444,576	444,576	444,576	1,333,727
28	-	-	-	-	-	-	-	-	444,576	444,576	889,151
29	-	-	-	-	-	-	-	-	-	444,576	444,576
	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 8,891,512	\$ 88,915,117

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 444,576	\$ 6,206,833	\$ (6,041,927)	\$ 770,423	\$ (8,279)	\$ 1,371,625
2	889,151	8,220,809	(6,041,927)	761,935	(21,862)	3,808,106
3	1,333,727	10,234,785	(6,041,927)	754,379	(40,327)	6,240,637
4	1,778,302	12,248,761	(6,041,927)	754,261	(63,460)	8,675,936
5	2,222,878	12,248,761	(6,041,927)	753,586	(90,788)	9,092,510
6	2,667,454	12,248,761	(6,041,927)	753,526	(122,020)	9,505,793
7	3,112,029	12,248,761	(6,041,927)	752,852	(156,827)	9,914,888
8	3,556,605	12,248,761	(6,041,927)	752,733	(194,990)	10,321,182
9	4,001,180	12,248,761	(6,041,927)	751,942	(236,218)	10,723,737
10	4,445,756	12,248,761	(6,041,927)	751,648	(280,352)	11,123,885
11	4,445,756	6,041,927	-	751,208	(280,328)	10,958,563
12	4,445,756	4,027,952	-	750,768	(280,305)	8,944,171
13	4,445,756	2,013,976	-	750,708	(280,301)	6,930,139
14	4,445,756	-	-	750,386	(280,284)	4,915,858
15	4,445,756	-	-	750,267	(280,278)	4,915,746
16	4,445,756	-	-	749,864	(280,256)	4,915,364
17	4,445,756	-	-	321,768	(257,164)	4,510,359
18	4,445,756	-	-	321,432	(257,146)	4,510,042
19	4,445,756	-	-	321,136	(257,130)	4,509,762
20	4,445,756	-	-	312,072	(256,641)	4,501,187
21	4,001,180	-	-	-	(215,827)	3,785,354
22	3,556,605	-	-	-	(191,846)	3,364,759
23	3,112,029	-	-	-	(167,865)	2,944,164
24	2,667,454	-	-	-	(143,885)	2,523,569
25	2,222,878	-	-	-	(119,904)	2,102,974
26	1,778,302	-	-	-	(95,923)	1,682,379
27	1,333,727	-	-	-	(71,942)	1,261,785
28	889,151	-	-	-	(47,962)	841,190
29	444,576	-	-	-	(23,981)	420,595
	\$ 88,915,117	\$ 122,487,607	\$ (60,419,273)	\$ 13,336,896	\$ (5,004,090)	\$ 159,316,257

(1) Appendix E - Service Area D, Page 2 Section I

(2) Appendix E - Service Area D, Page 1

(3) Eligible debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area D, Page 6

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area D

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 131,981
1	\$ 3,438	4,130	\$ 14,197,194	\$ 1,371,625	\$ 12,825,569	\$ 130,895	13,088,445
2	3,438	4,130	14,197,194	3,808,106	10,389,088	365,660	23,843,193
3	3,438	4,130	14,197,194	6,240,637	7,956,557	556,429	32,356,180
4	3,438	4,130	14,197,194	8,675,936	5,521,258	702,336	38,579,774
5	3,438	4,130	14,197,194	9,092,510	5,104,684	822,642	44,507,101
6	3,438	4,130	14,197,194	9,505,793	4,691,401	937,056	50,135,558
7	3,438	4,130	14,197,194	9,914,888	4,282,307	1,045,534	55,463,399
8	3,438	4,130	14,197,194	10,321,182	3,876,013	1,148,028	60,487,440
9	3,438	4,130	14,197,194	10,723,737	3,473,457	1,244,483	65,205,380
10	3,438	4,130	14,197,194	11,123,885	3,073,309	1,334,841	69,613,529
11	-	-	-	10,958,563	(10,958,563)	1,282,685	59,937,652
12	-	-	-	8,944,171	(8,944,171)	1,109,311	52,102,792
13	-	-	-	6,930,139	(6,930,139)	972,754	46,145,408
14	-	-	-	4,915,858	(4,915,858)	873,750	42,103,300
15	-	-	-	4,915,746	(4,915,746)	792,909	37,980,462
16	-	-	-	4,915,364	(4,915,364)	710,456	33,775,554
17	-	-	-	4,510,359	(4,510,359)	630,407	29,895,602
18	-	-	-	4,510,042	(4,510,042)	552,812	25,938,371
19	-	-	-	4,509,762	(4,509,762)	473,670	21,902,279
20	-	-	-	4,501,187	(4,501,187)	393,034	17,794,125
21	-	-	-	3,785,354	(3,785,354)	318,029	14,326,801
22	-	-	-	3,364,759	(3,364,759)	252,888	11,214,930
23	-	-	-	2,944,164	(2,944,164)	194,857	8,465,623
24	-	-	-	2,523,569	(2,523,569)	144,077	6,086,131
25	-	-	-	2,102,974	(2,102,974)	100,693	4,083,850
26	-	-	-	1,682,379	(1,682,379)	64,853	2,466,324
27	-	-	-	1,261,785	(1,261,785)	36,709	1,241,248
28	-	-	-	841,190	(841,190)	16,413	416,471
29	-	-	-	420,595	(420,595)	4,123	-
			<u>\$ 141,971,941</u>	<u>\$ 159,316,257</u>		<u>\$ 17,212,335</u>	

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area D

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	4,130	7,262	\$ 1,371,625	\$ 2,411,913
2	28	1.7240	1.0000	4,130	7,120	3,808,106	6,565,005
3	27	1.6902	1.0000	4,130	6,980	6,240,637	10,547,627
4	26	1.6570	1.0000	4,130	6,843	8,675,936	14,376,130
5	25	1.6245	1.0000	4,130	6,709	9,092,510	14,770,979
6	24	1.5927	1.0000	4,130	6,578	9,505,793	15,139,574
7	23	1.5614	1.0000	4,130	6,449	9,914,888	15,481,497
8	22	1.5308	1.0000	4,130	6,322	10,321,182	15,799,902
9	21	1.5008	1.0000	4,130	6,198	10,723,737	16,094,259
10	20	1.4714	1.0000	4,130	6,077	11,123,885	16,367,454
11	19	1.4425	1.0000	-	-	10,958,563	15,808,041
12	18	1.4142	1.0000	-	-	8,944,171	12,649,239
13	17	1.3865	1.0000	-	-	6,930,139	9,608,731
14	16	1.3593	1.0000	-	-	4,915,858	6,682,258
15	15	1.3327	1.0000	-	-	4,915,746	6,551,084
16	14	1.3065	1.0000	-	-	4,915,364	6,422,133
17	13	1.2809	1.0000	-	-	4,510,359	5,777,429
18	12	1.2558	1.0000	-	-	4,510,042	5,663,747
19	11	1.2312	1.0000	-	-	4,509,762	5,552,349
20	10	1.2070	1.0000	-	-	4,501,187	5,433,129
21	9	1.1834	1.0000	-	-	3,785,354	4,479,496
22	8	1.1602	1.0000	-	-	3,364,759	3,903,701
23	7	1.1374	1.0000	-	-	2,944,164	3,348,763
24	6	1.1151	1.0000	-	-	2,523,569	2,814,086
25	5	1.0933	1.0000	-	-	2,102,974	2,299,090
26	4	1.0718	1.0000	-	-	1,682,379	1,803,208
27	3	1.0508	1.0000	-	-	1,261,785	1,325,888
28	2	1.0302	1.0000	-	-	841,190	866,594
29	1	1.0100	1.0000	-	-	420,595	424,801
					<u>66,538</u>		<u>\$ 228,968,108</u>

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 131,981
Total Escalated Expense for Entire Period	\$ 228,968,108
Less Future Value of Initial Impact Fee Fund Balance	<u>234,378</u>
Sub-Total	\$ 228,733,730
Total Escalated Vehicle Miles	<u>66,538</u>
Impact Fee For Service Area D	\$ 3,438

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area D

Impact Fee Project Name ⁽¹⁾	Impact Fee Project No. ⁽¹⁾	Cost In Service Area ⁽¹⁾	Impact Fee Recoverable Cost ⁽²⁾	Debt Funded ⁽³⁾		Non-Debt Funded ⁽³⁾	Impact Fee Recoverable Cost
				Existing	Proposed		
UNNAMED 5 (3)	A-2, D-1	\$ 3,758,750	\$ 2,627,229	\$ -	\$ 1,313,615	\$ 1,313,615	\$ 2,627,229
UNNAMED 5 (4)	B-1, D-2	2,452,100	1,713,928	-	856,964	856,964	1,713,928
LAUD HOWELL PKWY (6)	D-3	39,497,100	27,607,032	-	13,803,516	13,803,516	27,607,032
LAUD HOWELL PKWY (7)	D-4	8,774,550	6,133,090	-	3,066,545	3,066,545	6,133,090
LAUD HOWELL PKWY (8)	D-5	2,220,027	1,551,718	438,978	314,534	798,207	1,551,718
TRINITY FALLS PKWY (1)	D-6	3,243,800	2,267,298	-	1,133,649	1,133,649	2,267,298
TRINITY FALLS PKWY (2)	D-7	650,300	454,536	-	227,268	227,268	454,536
TRINITY FALLS PKWY (3)	D-8	2,988,400	2,088,783	-	1,044,391	1,044,391	2,088,783
TRINITY FALLS PKWY (4)	D-9	8,418,050	5,883,910	-	2,941,955	2,941,955	5,883,910
TRINITY FALLS PKWY (5)	D-10	7,622,400	5,327,780	3,497,455	881,533	948,792	5,327,780
BLOOMDALE RD (7)	D-11	1,899,800	1,327,891	-	663,945	663,945	1,327,891
BLOOMDALE RD (8)	D-12	3,206,000	2,240,877	-	1,120,439	1,120,439	2,240,877
BLOOMDALE RD (9)	D-13	1,500,800	1,049,004	-	524,502	524,502	1,049,004
BLOOMDALE RD (10)	D-14	5,885,810	4,113,966	1,939,066	1,021,605	1,153,295	4,113,966
BLOOMDALE RD (11)	D-15	5,165,390	3,610,419	2,544,347	446,637	619,435	3,610,419
WILMETH RD (5)	D-16	5,495,525	3,841,172	-	1,920,586	1,920,586	3,841,172
WILMETH RD (6)	D-17	1,401,400	979,527	-	489,764	489,764	979,527
WILMETH RD (7)	D-18	411,600	287,693	-	143,847	143,847	287,693
WILMETH RD (8)	D-19	1,901,900	1,329,359	-	664,679	664,679	1,329,359
WILMETH RD (9)	D-20	2,799,600	1,956,818	-	978,409	978,409	1,956,818
LAKE FOREST DR (1)	D-21	3,224,200	2,253,598	-	1,126,799	1,126,799	2,253,598
LAKE FOREST DR (3)	C-34, D-22	1,175,400	821,562	-	410,781	410,781	821,562
UNNAMED A (1)	D-23	17,435,950	12,187,093	-	6,093,547	6,093,547	12,187,093
UNNAMED A (2)	D-24	2,299,425	1,607,214	-	803,607	803,607	1,607,214
UNNAMED A (3)	D-25	938,000	655,628	-	327,814	327,814	655,628
UNNAMED A (4)	D-26	5,969,050	4,172,148	-	2,086,074	2,086,074	4,172,148
TAYLOR-BURK DR (1)	D-27	2,038,250	1,424,662	-	712,331	712,331	1,424,662
HARDIN BLVD (4)	D-28	1,633,700	1,141,897	-	570,948	570,948	1,141,897
HARDIN BLVD (5)	D-29	21,290,800	14,881,493	-	7,440,746	7,440,746	14,881,493
HARDIN BLVD (6)	D-30	2,051,000	1,433,574	-	716,787	716,787	1,433,574
HARDIN BLVD (7)	D-31	4,538,400	3,172,176	-	1,586,088	1,586,088	3,172,176
HARDIN BLVD (8)	D-32	1,070,400	748,171	-	374,085	374,085	748,171
HARDIN BLVD (9)	D-33	1,124,900	786,264	-	393,132	393,132	786,264
HARDIN BLVD (10)	D-34	2,904,000	2,029,790	-	1,014,895	1,014,895	2,029,790
COMMUNITY AVE (1)	D-35	2,164,400	1,512,837	-	756,418	756,418	1,512,837
COMMUNITY AVE (2)	D-36	1,960,000	1,369,969	-	684,984	684,984	1,369,969
COMMUNITY AVE (3)	D-37	1,174,600	821,003	-	410,501	410,501	821,003
Signal	3	150,000	104,845	-	52,422	52,422	104,845
Signal	6	150,000	104,845	-	52,422	52,422	104,845
Signal	7	300,000	209,689	-	104,845	104,845	209,689
Signal	8	300,000	209,689	-	104,845	104,845	209,689
Signal	9	225,000	157,267	-	78,633	78,633	157,267
Roundabout	10	100,000	69,896	-	34,948	34,948	69,896
Interchange Signals	11	300,000	209,689	-	104,845	104,845	209,689
Signal	16	75,000	52,422	-	26,211	26,211	52,422
Signal	17	300,000	209,689	-	104,845	104,845	209,689
Signal	18	300,000	209,689	-	104,845	104,845	209,689
Interchange Signals	19	300,000	209,689	-	104,845	104,845	209,689
Roundabout	25	915,000	639,552	-	-	639,552	639,552
Roundabout	26	150,000	104,845	-	52,422	52,422	104,845
Roundabout	27	1,575,000	1,100,868	1,034,148	-	66,719	1,100,868
Roundabout	32	1,200,000	838,756	-	419,378	419,378	838,756
Under Construction	36	390,341	272,834	185,464	-	87,370	272,834
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 189,027,810	\$ 132,127,064	\$ 9,639,457	\$ 60,419,273	\$ 62,068,334	\$ 132,127,064

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study

Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area D

Year	Eligible Debt Service ⁽¹⁾	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Revenues
1	\$ 1,214,998	606,072	\$ 2.00	4,130	\$ 8,279
2	1,651,086	623,802	2.65	8,260	21,862
3	2,088,106	641,531	3.25	12,390	40,327
4	2,532,563	659,260	3.84	16,520	63,460
5	2,976,464	676,990	4.40	20,650	90,788
6	3,420,980	694,719	4.92	24,779	122,020
7	3,864,881	712,448	5.42	28,909	156,827
8	4,309,338	730,177	5.90	33,039	194,990
9	4,753,122	747,907	6.36	37,169	236,218
10	5,197,404	765,636	6.79	41,299	280,352
11	5,196,964	765,636	6.79	41,299	280,328
12	5,196,524	765,636	6.79	41,299	280,305
13	5,196,464	765,636	6.79	41,299	280,301
14	5,196,142	765,636	6.79	41,299	280,284
15	5,196,023	765,636	6.79	41,299	280,278
16	5,195,620	765,636	6.79	41,299	280,256
17	4,767,523	765,636	6.23	41,299	257,164
18	4,767,188	765,636	6.23	41,299	257,146
19	4,766,892	765,636	6.23	41,299	257,130
20	4,757,828	765,636	6.21	41,299	256,641
21	4,001,180	765,636	5.23	41,299	215,827
22	3,556,605	765,636	4.65	41,299	191,846
23	3,112,029	765,636	4.06	41,299	167,865
24	2,667,454	765,636	3.48	41,299	143,885
25	2,222,878	765,636	2.90	41,299	119,904
26	1,778,302	765,636	2.32	41,299	95,923
27	1,333,727	765,636	1.74	41,299	71,942
28	889,151	765,636	1.16	41,299	47,962
29	444,576	765,636	0.58	41,299	23,981
Total	\$ 102,252,013				\$ 5,004,090

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	41,299
	10 years
Annual Growth in Vehicle Miles	4,130
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	135,994
	10 years
Annual Growth in Vehicle Miles	13,599
Credit Amount	\$ 5,004,090

(1) Appendix E - Service Area D, Page 2 Section II
(2) Per Kimley-Horn Impact Fee Study
(3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area E

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	1,785
Existing Fund Balance ⁽³⁾	\$ 129,689

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 122,934
Non-debt Funded Project Cost ⁽⁵⁾	18,276,732
New Project Cost Funded Through New Debt ⁽⁶⁾	18,078,145
Total Recoverable Project Cost ⁽⁷⁾	\$ 36,477,811

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 1,807,814	4.00%	20
2	1,807,814	4.00%	20
3	1,807,814	4.00%	20
4	1,807,814	4.00%	20
5	1,807,814	4.00%	20
6	1,807,814	4.00%	20
7	1,807,814	4.00%	20
8	1,807,814	4.00%	20
9	1,807,814	4.00%	20
10	1,807,814	4.00%	20
Total	\$ 18,078,145		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 1,827,673
2	2,430,278
3	3,032,883
4	3,635,488
5	3,635,488
6	3,635,488
7	3,635,488
8	3,635,488
9	3,635,488
10	3,635,488
11	1,807,814
12	1,205,210
13	602,605
Total	\$ 36,354,877

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area E

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	\$ 133,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,022
2	133,022	133,022	-	-	-	-	-	-	-	-	266,044
3	133,022	133,022	133,022	-	-	-	-	-	-	-	399,066
4	133,022	133,022	133,022	133,022	-	-	-	-	-	-	532,089
5	133,022	133,022	133,022	133,022	133,022	-	-	-	-	-	665,111
6	133,022	133,022	133,022	133,022	133,022	133,022	-	-	-	-	798,133
7	133,022	133,022	133,022	133,022	133,022	133,022	133,022	-	-	-	931,155
8	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	-	-	1,064,177
9	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	-	1,197,199
10	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
11	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
12	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
13	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
14	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
15	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
16	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
17	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
18	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
19	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
20	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,330,222
21	-	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,197,199
22	-	-	133,022	133,022	133,022	133,022	133,022	133,022	133,022	133,022	1,064,177
23	-	-	-	133,022	133,022	133,022	133,022	133,022	133,022	133,022	931,155
24	-	-	-	-	133,022	133,022	133,022	133,022	133,022	133,022	798,133
25	-	-	-	-	-	133,022	133,022	133,022	133,022	133,022	665,111
26	-	-	-	-	-	-	133,022	133,022	133,022	133,022	532,089
27	-	-	-	-	-	-	-	133,022	133,022	133,022	399,066
28	-	-	-	-	-	-	-	-	133,022	133,022	266,044
29	-	-	-	-	-	-	-	-	-	133,022	133,022
	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 2,660,443	\$ 26,604,431

II. Summary of Annual Expenses

Year	New Annual Debt Service⁽¹⁾	Annual Capital Expenditures⁽²⁾	Annual Bond Proceeds⁽²⁾	Existing Annual Debt Service⁽³⁾	Annual Credit⁽⁴⁾	Total Expense
1	\$ 133,022	\$ 1,827,673	\$ (1,807,814)	\$ 9,832	\$ (421)	\$ 162,292
2	266,044	2,430,278	(1,807,814)	9,838	(1,578)	896,768
3	399,066	3,032,883	(1,807,814)	9,830	(3,412)	1,630,553
4	532,089	3,635,488	(1,807,814)	9,838	(5,868)	2,363,732
5	665,111	3,635,488	(1,807,814)	9,832	(8,896)	2,493,721
6	798,133	3,635,488	(1,807,814)	9,841	(12,452)	2,623,195
7	931,155	3,635,488	(1,807,814)	9,836	(16,499)	2,752,165
8	1,064,177	3,635,488	(1,807,814)	9,843	(20,999)	2,880,695
9	1,197,199	3,635,488	(1,807,814)	9,835	(25,920)	3,008,788
10	1,330,222	3,635,488	(1,807,814)	9,838	(31,233)	3,136,500
11	1,330,222	1,807,814	-	9,838	(31,233)	3,116,641
12	1,330,222	1,205,210	-	9,834	(31,233)	2,514,032
13	1,330,222	602,605	-	9,839	(31,233)	1,911,432
14	1,330,222	-	-	9,838	(31,233)	1,308,826
15	1,330,222	-	-	9,843	(31,233)	1,308,831
16	1,330,222	-	-	9,840	(31,233)	1,308,828
17	1,330,222	-	-	-	(31,004)	1,299,218
18	1,330,222	-	-	-	(31,004)	1,299,218
19	1,330,222	-	-	-	(31,004)	1,299,218
20	1,330,222	-	-	-	(31,004)	1,299,218
21	1,197,199	-	-	-	(27,904)	1,169,296
22	1,064,177	-	-	-	(24,803)	1,039,374
23	931,155	-	-	-	(21,703)	909,452
24	798,133	-	-	-	(18,602)	779,531
25	665,111	-	-	-	(15,502)	649,609
26	532,089	-	-	-	(12,402)	519,687
27	399,066	-	-	-	(9,301)	389,765
28	266,044	-	-	-	(6,201)	259,844
29	133,022	-	-	-	(3,100)	129,922
	\$ 26,604,431	\$ 36,354,877	\$ (18,078,145)	\$ 157,395	\$ (578,212)	\$ 44,460,346

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

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area E

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 129,689
1	\$ 2,202	1,785	\$ 3,929,433	\$ 162,292	\$ 3,767,141	\$ 40,265	3,937,096
2	2,202	1,785	3,929,433	896,768	3,032,666	109,069	7,078,830
3	2,202	1,785	3,929,433	1,630,553	2,298,881	164,565	9,542,276
4	2,202	1,785	3,929,433	2,363,732	1,565,702	206,503	11,314,480
5	2,202	1,785	3,929,433	2,493,721	1,435,713	240,647	12,990,840
6	2,202	1,785	3,929,433	2,623,195	1,306,239	272,879	14,569,958
7	2,202	1,785	3,929,433	2,752,165	1,177,268	303,172	16,050,398
8	2,202	1,785	3,929,433	2,880,695	1,048,739	331,495	17,430,632
9	2,202	1,785	3,929,433	3,008,788	920,646	357,819	18,709,097
10	2,202	1,785	3,929,433	3,136,500	792,934	382,111	19,884,142
11	-	-	-	3,116,641	(3,116,641)	366,516	17,134,017
12	-	-	-	2,514,032	(2,514,032)	317,540	14,937,525
13	-	-	-	1,911,432	(1,911,432)	279,636	13,305,729
14	-	-	-	1,308,826	(1,308,826)	253,026	12,249,930
15	-	-	-	1,308,831	(1,308,831)	231,910	11,173,009
16	-	-	-	1,308,828	(1,308,828)	210,372	10,074,552
17	-	-	-	1,299,218	(1,299,218)	188,499	8,963,834
18	-	-	-	1,299,218	(1,299,218)	166,285	7,830,901
19	-	-	-	1,299,218	(1,299,218)	143,626	6,675,309
20	-	-	-	1,299,218	(1,299,218)	120,514	5,496,606
21	-	-	-	1,169,296	(1,169,296)	98,239	4,425,549
22	-	-	-	1,039,374	(1,039,374)	78,117	3,464,292
23	-	-	-	909,452	(909,452)	60,191	2,615,031
24	-	-	-	779,531	(779,531)	44,505	1,880,006
25	-	-	-	649,609	(649,609)	31,104	1,261,501
26	-	-	-	519,687	(519,687)	20,033	761,847
27	-	-	-	389,765	(389,765)	11,339	383,422
28	-	-	-	259,844	(259,844)	5,070	128,648
29	-	-	-	129,922	(129,922)	1,274	-
			<u>\$ 39,294,334</u>	<u>\$ 44,460,346</u>		<u>\$ 5,036,323</u>	

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area E

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	1,785	3,138	\$ 162,292	\$ 285,380
2	28	1.7240	1.0000	1,785	3,076	896,768	1,545,987
3	27	1.6902	1.0000	1,785	3,016	1,630,553	2,755,883
4	26	1.6570	1.0000	1,785	2,957	2,363,732	3,916,732
5	25	1.6245	1.0000	1,785	2,899	2,493,721	4,051,103
6	24	1.5927	1.0000	1,785	2,842	2,623,195	4,177,879
7	23	1.5614	1.0000	1,785	2,786	2,752,165	4,297,339
8	22	1.5308	1.0000	1,785	2,732	2,880,695	4,409,834
9	21	1.5008	1.0000	1,785	2,678	3,008,788	4,515,609
10	20	1.4714	1.0000	1,785	2,626	3,136,500	4,614,981
11	19	1.4425	1.0000	-	-	3,116,641	4,495,844
12	18	1.4142	1.0000	-	-	2,514,032	3,555,455
13	17	1.3865	1.0000	-	-	1,911,432	2,650,226
14	16	1.3593	1.0000	-	-	1,308,826	1,779,122
15	15	1.3327	1.0000	-	-	1,308,831	1,744,245
16	14	1.3065	1.0000	-	-	1,308,828	1,710,040
17	13	1.2809	1.0000	-	-	1,299,218	1,664,199
18	12	1.2558	1.0000	-	-	1,299,218	1,631,568
19	11	1.2312	1.0000	-	-	1,299,218	1,599,576
20	10	1.2070	1.0000	-	-	1,299,218	1,568,212
21	9	1.1834	1.0000	-	-	1,169,296	1,383,717
22	8	1.1602	1.0000	-	-	1,039,374	1,205,853
23	7	1.1374	1.0000	-	-	909,452	1,034,433
24	6	1.1151	1.0000	-	-	779,531	869,271
25	5	1.0933	1.0000	-	-	649,609	710,189
26	4	1.0718	1.0000	-	-	519,687	557,011
27	3	1.0508	1.0000	-	-	389,765	409,567
28	2	1.0302	1.0000	-	-	259,844	267,691
29	1	1.0100	1.0000	-	-	129,922	131,221
					<u>28,750</u>		<u>\$ 63,538,166</u>

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 129,689
Total Escalated Expense for Entire Period	\$ 63,538,166
Less Future Value of Initial Impact Fee Fund Balance	<u>230,308</u>
Sub-Total	\$ 63,307,859
Total Escalated Vehicle Miles	<u>28,750</u>
Impact Fee For Service Area E	\$ 2,202

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area E

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
BLOOMDALE RD (12)	E-1	\$ 955,200	\$ 472,488	\$ -	\$ 236,244	\$ 236,244	\$ 472,488
BLOOMDALE RD (13)	E-2	3,361,400	1,662,710	-	831,355	831,355	1,662,710
WILMETH RD (10)	E-3	1,935,600	957,441	-	478,720	478,720	957,441
WILMETH RD (11)	E-4	2,608,200	1,290,141	-	645,070	645,070	1,290,141
WILMETH RD (12)	E-5	5,068,500	2,507,123	-	1,253,562	1,253,562	2,507,123
WILMETH RD (13)	E-6	2,804,200	1,387,092	-	693,546	693,546	1,387,092
WILMETH RD (14)	E-7	1,708,700	845,205	-	422,603	422,603	845,205
WILMETH RD (15)	E-8	1,614,900	798,807	-	399,404	399,404	798,807
REDBUD BLVD (1)	E-9	650,000	321,521	122,934	-	198,587	321,521
REDBUD BLVD (2)	E-10	852,600	421,737	-	210,868	210,868	421,737
LAUD HOWELL PKWY (9)	E-11	1,954,750	966,913	-	483,457	483,457	966,913
LAUD HOWELL PKWY (10)	E-12	1,876,700	928,306	-	464,153	464,153	928,306
LAUD HOWELL PKWY (11)	E-13	861,000	425,892	-	212,946	212,946	425,892
STATE HIGHWAY 5 (1)	E-14	347,550	171,915	-	85,957	85,957	171,915
STATE HIGHWAY 5 (2)	E-15	13,994,400	6,922,302	-	3,461,151	3,461,151	6,922,302
AIRPORT DR (1)	E-16	9,379,050	4,639,328	-	2,319,664	2,319,664	4,639,328
AIRPORT DR (2)	E-17	6,582,850	3,256,194	-	1,628,097	1,628,097	3,256,194
AIRPORT DR (3)	E-18	3,648,400	1,804,674	-	902,337	902,337	1,804,674
AIRPORT DR (4)	E-19	8,952,800	4,428,485	-	2,214,242	2,214,242	4,428,485
UNNAMED C (1)	E-20	986,400	487,921	-	243,960	243,960	487,921
UNNAMED C (2)	E-21	1,403,150	694,065	-	347,033	347,033	694,065
Interchange Signals	11	300,000	148,394	-	74,197	74,197	148,394
Interchange Signals	19	300,000	148,394	-	74,197	74,197	148,394
Signal	20	300,000	148,394	-	74,197	74,197	148,394
Signal	21	300,000	148,394	-	74,197	74,197	148,394
Signal Mod	22	150,000	74,197	-	37,099	37,099	74,197
Signal	28	300,000	148,394	-	74,197	74,197	148,394
Signal Mod	29	150,000	74,197	-	37,099	37,099	74,197
Signal	30	150,000	74,197	-	37,099	37,099	74,197
Signal	31	150,000	74,197	-	37,099	37,099	74,197
Signal Mod	41	75,000	37,099	-	18,549	18,549	37,099
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 73,733,042	\$ 36,477,811	\$ 122,934	\$ 18,078,145	\$ 18,276,732	\$ 36,477,811

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area E

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 142,854	606,072	\$ 0.24	1,785	\$ 421
2	275,883	623,802	0.44	3,569	1,578
3	408,897	641,531	0.64	5,354	3,412
4	541,926	659,260	0.82	7,138	5,868
5	674,943	676,990	1.00	8,923	8,896
6	807,974	694,719	1.16	10,707	12,452
7	940,991	712,448	1.32	12,492	16,499
8	1,074,020	730,177	1.47	14,276	20,999
9	1,207,034	747,907	1.61	16,061	25,920
10	1,340,060	765,636	1.75	17,845	31,233
11	1,340,060	765,636	1.75	17,845	31,233
12	1,340,056	765,636	1.75	17,845	31,233
13	1,340,060	765,636	1.75	17,845	31,233
14	1,340,059	765,636	1.75	17,845	31,233
15	1,340,065	765,636	1.75	17,845	31,233
16	1,340,062	765,636	1.75	17,845	31,233
17	1,330,222	765,636	1.74	17,845	31,004
18	1,330,222	765,636	1.74	17,845	31,004
19	1,330,222	765,636	1.74	17,845	31,004
20	1,330,222	765,636	1.74	17,845	31,004
21	1,197,199	765,636	1.56	17,845	27,904
22	1,064,177	765,636	1.39	17,845	24,803
23	931,155	765,636	1.22	17,845	21,703
24	798,133	765,636	1.04	17,845	18,602
25	665,111	765,636	0.87	17,845	15,502
26	532,089	765,636	0.69	17,845	12,402
27	399,066	765,636	0.52	17,845	9,301
28	266,044	765,636	0.35	17,845	6,201
29	133,022	765,636	0.17	17,845	3,100
Total	\$ 26,761,826				\$ 578,212

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	17,845
Annual Growth in Vehicle Miles	<u>10</u> years 1,785
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	159,448
Annual Growth in Vehicle Miles	<u>10</u> years 15,945
Credit Amount	\$ 578,212

(1) Appendix E - Service Area E, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area G

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	774
Existing Fund Balance ⁽³⁾	\$ 448,086
Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 2,373,984
Non-debt Funded Project Cost ⁽⁵⁾	2,914,970
New Project Cost Funded Through New Debt ⁽⁶⁾	2,752,700
Total Recoverable Project Cost ⁽⁷⁾	\$ 8,041,653

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 275,270	4.00%	20
2	275,270	4.00%	20
3	275,270	4.00%	20
4	275,270	4.00%	20
5	275,270	4.00%	20
6	275,270	4.00%	20
7	275,270	4.00%	20
8	275,270	4.00%	20
9	275,270	4.00%	20
10	275,270	4.00%	20
Total	\$ 2,752,700		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 291,497
2	383,254
3	475,010
4	566,767
5	566,767
6	566,767
7	566,767
8	566,767
9	566,767
10	566,767
11	275,270
12	183,513
13	91,757
Total	\$ 5,667,669

- (1) Per discussions with City Staff and City files
- (2) Derived from Kimley-Horn Impact Fee Study
- (3) Per discussions with City Staff and City files
- (4) Per discussions with City Staff and City files
- (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
- (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
- (7) Per Kimley-Horn Impact Fee Study
- (8) Assumes new debt issued in equal annual amounts
- (9) Per discussions with City Staff and City files
- (10) Assumes new debt proceeds expended over a 3-year timeframe.
 Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area G

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 20,255	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,255
2	20,255	20,255	-	-	-	-	-	-	-	-	40,510
3	20,255	20,255	20,255	-	-	-	-	-	-	-	60,765
4	20,255	20,255	20,255	20,255	-	-	-	-	-	-	81,019
5	20,255	20,255	20,255	20,255	20,255	-	-	-	-	-	101,274
6	20,255	20,255	20,255	20,255	20,255	20,255	-	-	-	-	121,529
7	20,255	20,255	20,255	20,255	20,255	20,255	20,255	-	-	-	141,784
8	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	-	-	162,039
9	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	-	182,294
10	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
11	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
12	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
13	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
14	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
15	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
16	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
17	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
18	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
19	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
20	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	202,548
21	-	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	182,294
22	-	-	20,255	20,255	20,255	20,255	20,255	20,255	20,255	20,255	162,039
23	-	-	-	20,255	20,255	20,255	20,255	20,255	20,255	20,255	141,784
24	-	-	-	-	20,255	20,255	20,255	20,255	20,255	20,255	121,529
25	-	-	-	-	-	20,255	20,255	20,255	20,255	20,255	101,274
26	-	-	-	-	-	-	20,255	20,255	20,255	20,255	81,019
27	-	-	-	-	-	-	-	20,255	20,255	20,255	60,765
28	-	-	-	-	-	-	-	-	20,255	20,255	40,510
29	-	-	-	-	-	-	-	-	-	20,255	20,255
	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 405,097	\$ 4,050,969

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 20,255	\$ 291,497	\$ (275,270)	\$ 182,760	\$ (259)	\$ 218,983
2	40,510	383,254	(275,270)	182,765	(554)	330,704
3	60,765	475,010	(275,270)	182,759	(882)	442,382
4	81,019	566,767	(275,270)	182,764	(1,239)	554,041
5	101,274	566,767	(275,270)	182,760	(1,624)	573,908
6	121,529	566,767	(275,270)	182,766	(2,035)	593,758
7	141,784	566,767	(275,270)	182,763	(2,469)	613,575
8	162,039	566,767	(275,270)	182,768	(2,925)	633,379
9	182,294	566,767	(275,270)	182,762	(3,401)	653,152
10	202,548	566,767	(275,270)	182,765	(3,896)	672,914
11	202,548	275,270	-	182,765	(3,896)	656,687
12	202,548	183,513	-	182,762	(3,896)	564,927
13	202,548	91,757	-	182,765	(3,896)	473,174
14	202,548	-	-	182,764	(3,896)	381,416
15	202,548	-	-	182,768	(3,896)	381,420
16	202,548	-	-	182,766	(3,896)	381,418
17	202,548	-	-	176,117	(3,829)	374,836
18	202,548	-	-	176,117	(3,829)	374,836
19	202,548	-	-	176,117	(3,829)	374,836
20	202,548	-	-	176,117	(3,829)	374,836
21	182,294	-	-	-	(1,843)	180,450
22	162,039	-	-	-	(1,639)	160,400
23	141,784	-	-	-	(1,434)	140,350
24	121,529	-	-	-	(1,229)	120,300
25	101,274	-	-	-	(1,024)	100,250
26	81,019	-	-	-	(819)	80,200
27	60,765	-	-	-	(614)	60,150
28	40,510	-	-	-	(410)	40,100
29	20,255	-	-	-	(205)	20,050
	\$ 4,050,969	\$ 5,667,669	\$ (2,752,700)	\$ 3,628,688	\$ (67,194)	\$ 10,527,433

(1) Appendix E - Service Area G, Page 2 Section I

(2) Appendix E - Service Area G, Page 1

(3) Eligible debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area G, Page 6

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area G

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 448,086
1	\$ 1,155	774	\$ 894,233	\$ 218,983	\$ 675,250	\$ 15,714	1,139,050
2	1,155	774	894,233	330,704	563,529	28,416	1,730,996
3	1,155	774	894,233	442,382	451,850	39,138	2,221,985
4	1,155	774	894,233	554,041	340,191	47,842	2,610,018
5	1,155	774	894,233	573,908	320,325	55,404	2,985,746
6	1,155	774	894,233	593,758	300,475	62,720	3,348,941
7	1,155	774	894,233	613,575	280,658	69,785	3,699,384
8	1,155	774	894,233	633,379	260,854	76,596	4,036,835
9	1,155	774	894,233	653,152	241,081	83,148	4,361,063
10	1,155	774	894,233	672,914	221,319	89,434	4,671,817
11	-	-	-	656,687	(656,687)	86,869	4,101,999
12	-	-	-	564,927	(564,927)	76,391	3,613,463
13	-	-	-	473,174	(473,174)	67,538	3,207,826
14	-	-	-	381,416	(381,416)	60,342	2,886,752
15	-	-	-	381,420	(381,420)	53,921	2,559,253
16	-	-	-	381,418	(381,418)	47,371	2,225,206
17	-	-	-	374,836	(374,836)	40,756	1,891,126
18	-	-	-	374,836	(374,836)	34,074	1,550,364
19	-	-	-	374,836	(374,836)	27,259	1,202,786
20	-	-	-	374,836	(374,836)	20,307	848,258
21	-	-	-	180,450	(180,450)	15,161	682,968
22	-	-	-	160,400	(160,400)	12,055	534,623
23	-	-	-	140,350	(140,350)	9,289	403,562
24	-	-	-	120,300	(120,300)	6,868	290,130
25	-	-	-	100,250	(100,250)	4,800	194,680
26	-	-	-	80,200	(80,200)	3,092	117,571
27	-	-	-	60,150	(60,150)	1,750	59,171
28	-	-	-	40,100	(40,100)	782	19,853
29	-	-	-	20,050	(20,050)	197	-
			\$ 8,942,328	\$ 10,527,433		\$ 1,137,019	

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area G

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	774	1,361	\$ 218,983	\$ 385,067
2	28	1.7240	1.0000	774	1,335	330,704	570,118
3	27	1.6902	1.0000	774	1,309	442,382	747,693
4	26	1.6570	1.0000	774	1,283	554,041	918,053
5	25	1.6245	1.0000	774	1,258	573,908	932,325
6	24	1.5927	1.0000	774	1,233	593,758	945,659
7	23	1.5614	1.0000	774	1,209	613,575	958,060
8	22	1.5308	1.0000	774	1,185	633,379	969,591
9	21	1.5008	1.0000	774	1,162	653,152	980,255
10	20	1.4714	1.0000	774	1,139	672,914	990,111
11	19	1.4425	1.0000	-	-	656,687	947,289
12	18	1.4142	1.0000	-	-	564,927	798,945
13	17	1.3865	1.0000	-	-	473,174	656,062
14	16	1.3593	1.0000	-	-	381,416	518,470
15	15	1.3327	1.0000	-	-	381,420	508,308
16	14	1.3065	1.0000	-	-	381,418	498,339
17	13	1.2809	1.0000	-	-	374,836	480,137
18	12	1.2558	1.0000	-	-	374,836	470,722
19	11	1.2312	1.0000	-	-	374,836	461,492
20	10	1.2070	1.0000	-	-	374,836	452,444
21	9	1.1834	1.0000	-	-	180,450	213,541
22	8	1.1602	1.0000	-	-	160,400	186,092
23	7	1.1374	1.0000	-	-	140,350	159,638
24	6	1.1151	1.0000	-	-	120,300	134,149
25	5	1.0933	1.0000	-	-	100,250	109,599
26	4	1.0718	1.0000	-	-	80,200	85,960
27	3	1.0508	1.0000	-	-	60,150	63,206
28	2	1.0302	1.0000	-	-	40,100	41,311
29	1	1.0100	1.0000	-	-	20,050	20,251
					12,473		\$ 15,202,888

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 448,086
Total Escalated Expense for Entire Period	\$ 15,202,888
Less Future Value of Initial Impact Fee Fund Balance	795,731
Sub-Total	\$ 14,407,157
Total Escalated Vehicle Miles	12,473
Impact Fee For Service Area G	\$ 1,155

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area G

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
VIRGINIA PKWY (1)	G-1	\$ 2,158,800	\$ 573,853	\$ -	\$ 286,926	\$ 286,926	\$ 573,853
VIRGINIA PKWY (2)	G-2	397,200	105,584	-	52,792	52,792	105,584
VIRGINIA PKWY (3)	G-3	456,598	121,373	32,536	44,419	44,419	121,373
VIRGINIA PKWY (4)	G-4	1,661,863	441,757	116,074	162,841	162,841	441,757
VIRGINIA PKWY (5)	G-5	1,182,000	314,200	-	157,100	157,100	314,200
VIRGINIA PKWY (6)	G-6	392,400	104,308	-	52,154	52,154	104,308
WESTRIDGE BLVD (1)	G-7	372,600	99,045	-	49,522	49,522	99,045
WESTRIDGE BLVD (2)	G-8	2,931,600	779,279	-	389,639	389,639	779,279
WESTRIDGE BLVD (3)	G-9	596,400	158,535	-	79,268	79,268	158,535
ELDORADO PKWY (1)	H-1, G-10	2,601,000	691,398	-	345,699	345,699	691,398
COIT RD (1)	G-11	1,840,800	489,322	-	244,661	244,661	489,322
COIT RD (2)	G-12	592,200	157,419	-	78,709	78,709	157,419
INDEPENDENCE PKWY (1)	G-13	951,600	252,955	-	126,477	126,477	252,955
INDEPENDENCE PKWY (2)	G-14	3,666,000	974,497	-	487,248	487,248	974,497
CUSTER RD (4)	G-15	3,260,945	866,825	826,396	-	40,430	866,825
CUSTER RD (5)	G-16	1,476,398	392,456	374,152	-	18,305	392,456
RIDGE RD (8)	G-17, I-8	275,407	73,209	11,207	-	62,002	73,209
Signal Mod	33	75,000	19,937	-	9,968	9,968	19,937
Signal	34	150,000	39,873	-	19,937	19,937	39,873
Signal	37	300,000	79,746	-	39,873	39,873	79,746
Signal	38	171,500	45,588	45,588	-	-	45,588
Signal	43	40,000	10,633	10,633	-	-	10,633
Under Construction	44	195,171	51,880	35,267	-	16,614	51,880
Signal	47	300,000	79,746	-	39,873	39,873	79,746
Under Construction	48	292,756	77,820	52,900	-	24,921	77,820
Roundabout	49	1,950,000	518,349	518,349	-	-	518,349
Roundabout	50	1,320,000	350,883	350,883	-	-	350,883
Signal	55	300,000	79,746	-	39,873	39,873	79,746
Signal	56	150,000	39,873	-	19,937	19,937	39,873
Signal	57	150,000	39,873	-	19,937	19,937	39,873
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 30,219,929	\$ 8,041,653	\$ 2,373,984	\$ 2,752,700	\$ 2,914,970	\$ 8,041,653

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area G

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 203,015	606,072	\$ 0.33	774	\$ 259
2	223,274	623,802	0.36	1,548	554
3	243,524	641,531	0.38	2,323	882
4	263,783	659,260	0.40	3,097	1,239
5	284,035	676,990	0.42	3,871	1,624
6	304,295	694,719	0.44	4,645	2,035
7	324,547	712,448	0.46	5,419	2,469
8	344,807	730,177	0.47	6,194	2,925
9	365,056	747,907	0.49	6,968	3,401
10	385,313	765,636	0.50	7,742	3,896
11	385,313	765,636	0.50	7,742	3,896
12	385,310	765,636	0.50	7,742	3,896
13	385,313	765,636	0.50	7,742	3,896
14	385,313	765,636	0.50	7,742	3,896
15	385,316	765,636	0.50	7,742	3,896
16	385,314	765,636	0.50	7,742	3,896
17	378,665	765,636	0.49	7,742	3,829
18	378,665	765,636	0.49	7,742	3,829
19	378,665	765,636	0.49	7,742	3,829
20	378,665	765,636	0.49	7,742	3,829
21	182,294	765,636	0.24	7,742	1,843
22	162,039	765,636	0.21	7,742	1,639
23	141,784	765,636	0.19	7,742	1,434
24	121,529	765,636	0.16	7,742	1,229
25	101,274	765,636	0.13	7,742	1,024
26	81,019	765,636	0.11	7,742	819
27	60,765	765,636	0.08	7,742	614
28	40,510	765,636	0.05	7,742	410
29	20,255	765,636	0.03	7,742	205
Total	\$ 7,679,657				\$ 67,194

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	7,742
Annual Growth in Vehicle Miles	<u>774</u>
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	169,551
Annual Growth in Vehicle Miles	<u>16,955</u>
Credit Amount	\$ 67,194

(1) Appendix E - Service Area G, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area H

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	3,132
Existing Fund Balance ⁽³⁾	\$ 293,933

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 3,596,908
Non-debt Funded Project Cost ⁽⁵⁾	3,387,483
New Project Cost Funded Through New Debt ⁽⁶⁾	3,229,433
Total Recoverable Project Cost ⁽⁷⁾	\$ 10,213,823

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 322,943	4.00%	20
2	322,943	4.00%	20
3	322,943	4.00%	20
4	322,943	4.00%	20
5	322,943	4.00%	20
6	322,943	4.00%	20
7	322,943	4.00%	20
8	322,943	4.00%	20
9	322,943	4.00%	20
10	322,943	4.00%	20
Total	\$ 3,229,433		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 338,748
2	446,396
3	554,044
4	661,692
5	661,692
6	661,692
7	661,692
8	661,692
9	661,692
10	661,692
11	322,943
12	215,296
13	107,648
Total	\$ 6,616,916

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
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 Appendix E - Impact Fee Calculation Assumptions
 Service Area H

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 23,763	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,763
2	23,763	23,763	-	-	-	-	-	-	-	-	47,525
3	23,763	23,763	23,763	-	-	-	-	-	-	-	71,288
4	23,763	23,763	23,763	23,763	-	-	-	-	-	-	95,051
5	23,763	23,763	23,763	23,763	23,763	-	-	-	-	-	118,814
6	23,763	23,763	23,763	23,763	23,763	23,763	-	-	-	-	142,576
7	23,763	23,763	23,763	23,763	23,763	23,763	23,763	-	-	-	166,339
8	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	-	-	190,102
9	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	-	213,865
10	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
11	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
12	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
13	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
14	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
15	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
16	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
17	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
18	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
19	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
20	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	237,627
21	-	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	213,865
22	-	-	23,763	23,763	23,763	23,763	23,763	23,763	23,763	23,763	190,102
23	-	-	-	23,763	23,763	23,763	23,763	23,763	23,763	23,763	166,339
24	-	-	-	-	23,763	23,763	23,763	23,763	23,763	23,763	142,576
25	-	-	-	-	-	23,763	23,763	23,763	23,763	23,763	118,814
26	-	-	-	-	-	-	23,763	23,763	23,763	23,763	95,051
27	-	-	-	-	-	-	-	23,763	23,763	23,763	71,288
28	-	-	-	-	-	-	-	-	23,763	23,763	47,525
29	-	-	-	-	-	-	-	-	-	23,763	23,763
	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 475,255	\$ 4,752,546

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 23,763	\$ 338,748	\$ (322,943)	\$ 484,617	\$ (2,627)	\$ 521,557
2	47,525	446,396	(322,943)	256,422	(3,053)	424,347
3	71,288	554,044	(322,943)	255,033	(4,780)	552,642
4	95,051	661,692	(322,943)	252,784	(6,611)	679,973
5	118,814	661,692	(322,943)	302,645	(9,750)	750,457
6	142,576	661,692	(322,943)	221,614	(9,853)	693,086
7	166,339	661,692	(322,943)	290,705	(14,066)	781,726
8	190,102	661,692	(322,943)	384,185	(19,709)	893,326
9	213,865	661,692	(322,943)	360,904	(21,665)	891,852
10	237,627	661,692	(322,943)	301,468	(22,056)	855,788
11	237,627	322,943	-	197,442	(17,800)	740,213
12	237,627	215,296	-	197,373	(17,797)	632,499
13	237,627	107,648	-	197,511	(17,803)	524,983
14	237,627	-	-	197,489	(17,802)	417,314
15	237,627	-	-	197,558	(17,804)	417,381
16	237,627	-	-	197,523	(17,803)	417,348
17	237,627	-	-	180,255	(17,097)	400,785
18	237,627	-	-	180,342	(17,100)	400,869
19	237,627	-	-	180,361	(17,101)	400,887
20	237,627	-	-	180,311	(17,099)	400,839
21	213,865	-	-	-	(8,750)	205,115
22	190,102	-	-	-	(7,778)	182,324
23	166,339	-	-	-	(6,805)	159,534
24	142,576	-	-	-	(5,833)	136,743
25	118,814	-	-	-	(4,861)	113,953
26	95,051	-	-	-	(3,889)	91,162
27	71,288	-	-	-	(2,917)	68,372
28	47,525	-	-	-	(1,944)	45,581
29	23,763	-	-	-	(972)	22,791
	\$ 4,752,546	\$ 6,616,916	\$ (3,229,433)	\$ 5,016,542	\$ (333,123)	\$ 12,823,447

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

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area H

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 293,933
1	\$ 361	3,132	\$ 1,129,758	\$ 521,557	\$ 608,201	\$ 11,961	914,095
2	361	3,132	1,129,758	424,347	705,411	25,336	1,644,841
3	361	3,132	1,129,758	552,642	577,116	38,668	2,260,626
4	361	3,132	1,129,758	679,973	449,785	49,710	2,760,121
5	361	3,132	1,129,758	750,457	379,301	58,995	3,198,418
6	361	3,132	1,129,758	693,086	436,672	68,335	3,703,426
7	361	3,132	1,129,758	781,726	348,032	77,549	4,129,007
8	361	3,132	1,129,758	893,326	236,432	84,944	4,450,383
9	361	3,132	1,129,758	891,852	237,906	91,387	4,779,676
10	361	3,132	1,129,758	855,788	273,970	98,333	5,151,979
11	-	-	-	740,213	(740,213)	95,637	4,507,403
12	-	-	-	632,499	(632,499)	83,823	3,958,727
13	-	-	-	524,983	(524,983)	73,925	3,507,669
14	-	-	-	417,314	(417,314)	65,980	3,156,335
15	-	-	-	417,381	(417,381)	58,953	2,797,907
16	-	-	-	417,348	(417,348)	51,785	2,432,344
17	-	-	-	400,785	(400,785)	44,639	2,076,197
18	-	-	-	400,869	(400,869)	37,515	1,712,843
19	-	-	-	400,887	(400,887)	30,248	1,342,204
20	-	-	-	400,839	(400,839)	22,836	964,200
21	-	-	-	205,115	(205,115)	17,233	776,318
22	-	-	-	182,324	(182,324)	13,703	607,697
23	-	-	-	159,534	(159,534)	10,559	458,722
24	-	-	-	136,743	(136,743)	7,807	329,786
25	-	-	-	113,953	(113,953)	5,456	221,289
26	-	-	-	91,162	(91,162)	3,514	133,641
27	-	-	-	68,372	(68,372)	1,989	67,259
28	-	-	-	45,581	(45,581)	889	22,567
29	-	-	-	22,791	(22,791)	223	-
			<u>\$ 11,297,581</u>	<u>\$ 12,823,447</u>		<u>\$ 1,231,934</u>	

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area H

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	3,132	5,508	\$ 521,557	\$ 917,124
2	28	1.7240	1.0000	3,132	5,400	424,347	731,556
3	27	1.6902	1.0000	3,132	5,294	552,642	934,049
4	26	1.6570	1.0000	3,132	5,190	679,973	1,126,723
5	25	1.6245	1.0000	3,132	5,089	750,457	1,219,133
6	24	1.5927	1.0000	3,132	4,989	693,086	1,103,856
7	23	1.5614	1.0000	3,132	4,891	781,726	1,220,618
8	22	1.5308	1.0000	3,132	4,795	893,326	1,367,524
9	21	1.5008	1.0000	3,132	4,701	891,852	1,338,497
10	20	1.4714	1.0000	3,132	4,609	855,788	1,259,189
11	19	1.4425	1.0000	-	-	740,213	1,067,779
12	18	1.4142	1.0000	-	-	632,499	894,507
13	17	1.3865	1.0000	-	-	524,983	727,897
14	16	1.3593	1.0000	-	-	417,314	567,267
15	15	1.3327	1.0000	-	-	417,381	556,232
16	14	1.3065	1.0000	-	-	417,348	545,282
17	13	1.2809	1.0000	-	-	400,785	513,376
18	12	1.2558	1.0000	-	-	400,869	503,415
19	11	1.2312	1.0000	-	-	400,887	493,566
20	10	1.2070	1.0000	-	-	400,839	483,831
21	9	1.1834	1.0000	-	-	205,115	242,728
22	8	1.1602	1.0000	-	-	182,324	211,528
23	7	1.1374	1.0000	-	-	159,534	181,458
24	6	1.1151	1.0000	-	-	136,743	152,485
25	5	1.0933	1.0000	-	-	113,953	124,580
26	4	1.0718	1.0000	-	-	91,162	97,709
27	3	1.0508	1.0000	-	-	68,372	71,845
28	2	1.0302	1.0000	-	-	45,581	46,958
29	1	1.0100	1.0000	-	-	22,791	23,018
					50,467		\$ 18,723,729

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 293,933
Total Escalated Expense for Entire Period	\$ 18,723,729
Less Future Value of Initial Impact Fee Fund Balance	521,979
Sub-Total	\$ 18,201,750
Total Escalated Vehicle Miles	50,467
Impact Fee For Service Area H	\$ 361

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area H

Impact Fee Project Name ⁽¹⁾	Impact Fee Project No. ⁽¹⁾	Cost In Service Area ⁽¹⁾	Impact Fee Recoverable Cost ⁽²⁾	Debt Funded ⁽³⁾		Non-Debt Funded ⁽³⁾	Impact Fee Recoverable Cost
				Existing	Proposed		
ELDORADO PKWY (1)	H-1, G-10	\$ 2,601,000	\$ 1,618,857	\$ -	\$ 809,429	\$ 809,429	\$ 1,618,857
SILVERADO TRL (1)	H-2	2,746,293	1,709,287	-	784,657	924,630	1,709,287
SILVERADO TRL (2)	H-3	141,088	87,813	87,813	-	-	87,813
STACY RD (1)	H-4	4,479,991	2,788,338	2,788,338	(0)	(0)	2,788,338
CUSTER RD (6)	H-5	622,725	387,583	369,505	-	18,078	387,583
ALMA DR (1)	H-6	239,850	149,282	149,282	-	-	149,282
ALMA DR (2)	H-7	1,522,102	947,353	201,969	372,692	372,692	947,353
RIDGE RD (9)	H-8, I-9	831,000	517,213	-	258,606	258,606	517,213
MCKINNEY RANCH PKWY (1)	H-9	1,857,600	1,156,167	-	578,083	578,083	1,156,167
Signal	65	150,000	93,360	-	46,680	46,680	93,360
Signal	66	300,000	186,719	-	93,360	93,360	186,719
Signal	71	300,000	186,719	-	93,360	93,360	186,719
Signal	75	150,000	93,360	-	46,680	46,680	93,360
Signal	76	150,000	93,360	-	46,680	46,680	93,360
Signal	77	300,000	186,719	-	93,360	93,360	186,719
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 16,403,341	\$ 10,213,823	\$ 3,596,908	\$ 3,229,433	\$ 3,387,483	\$ 10,213,823

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study

Capital Improvement Plan for Impact Fees Appendix E - Impact Fee Calculation Assumptions Service Area H

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 508,379	606,072	\$ 0.84	3,132	\$ 2,627
2	303,947	623,802	0.49	6,265	3,053
3	326,321	641,531	0.51	9,397	4,780
4	347,835	659,260	0.53	12,530	6,611
5	421,459	676,990	0.62	15,662	9,750
6	364,190	694,719	0.52	18,794	9,853
7	457,044	712,448	0.64	21,927	14,066
8	574,287	730,177	0.79	25,059	19,709
9	574,769	747,907	0.77	28,192	21,665
10	539,096	765,636	0.70	31,324	22,056
11	435,070	765,636	0.57	31,324	17,800
12	435,000	765,636	0.57	31,324	17,797
13	435,138	765,636	0.57	31,324	17,803
14	435,116	765,636	0.57	31,324	17,802
15	435,185	765,636	0.57	31,324	17,804
16	435,151	765,636	0.57	31,324	17,803
17	417,882	765,636	0.55	31,324	17,097
18	417,969	765,636	0.55	31,324	17,100
19	417,988	765,636	0.55	31,324	17,101
20	417,938	765,636	0.55	31,324	17,099
21	213,865	765,636	0.28	31,324	8,750
22	190,102	765,636	0.25	31,324	7,778
23	166,339	765,636	0.22	31,324	6,805
24	142,576	765,636	0.19	31,324	5,833
25	118,814	765,636	0.16	31,324	4,861
26	95,051	765,636	0.12	31,324	3,889
27	71,288	765,636	0.09	31,324	2,917
28	47,525	765,636	0.06	31,324	1,944
29	23,763	765,636	0.03	31,324	972
Total	\$ 9,769,088				\$ 333,123

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	31,324
	10 years
Annual Growth in Vehicle Miles	3,132
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	145,969
	10 years
Annual Growth in Vehicle Miles	14,597
Credit Amount	\$ 333,123

(1) Appendix E - Service Area H, Page 2 Section II

(2) Per Kimley-Horn Impact Fee Study

(3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area I

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	1,833
Existing Fund Balance ⁽³⁾	\$ 5,189,258

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 8,841,956
Non-debt Funded Project Cost ⁽⁵⁾	9,795,967
New Project Cost Funded Through New Debt ⁽⁶⁾	6,383,918
Total Recoverable Project Cost ⁽⁷⁾	\$ 25,021,841

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 638,392	4.00%	20
2	638,392	4.00%	20
3	638,392	4.00%	20
4	638,392	4.00%	20
5	638,392	4.00%	20
6	638,392	4.00%	20
7	638,392	4.00%	20
8	638,392	4.00%	20
9	638,392	4.00%	20
10	638,392	4.00%	20
Total	\$ 6,383,918		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 979,597
2	1,192,394
3	1,405,191
4	1,617,988
5	1,617,988
6	1,617,988
7	1,617,988
8	1,617,988
9	1,617,988
10	1,617,988
11	638,392
12	425,595
13	212,797
Total	\$ 16,179,885

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area I

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	\$ 46,974	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,974
2	46,974	46,974	-	-	-	-	-	-	-	-	93,948
3	46,974	46,974	46,974	-	-	-	-	-	-	-	140,922
4	46,974	46,974	46,974	46,974	-	-	-	-	-	-	187,896
5	46,974	46,974	46,974	46,974	46,974	-	-	-	-	-	234,870
6	46,974	46,974	46,974	46,974	46,974	46,974	-	-	-	-	281,844
7	46,974	46,974	46,974	46,974	46,974	46,974	46,974	-	-	-	328,818
8	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	-	-	375,792
9	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	-	422,766
10	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
11	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
12	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
13	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
14	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
15	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
16	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
17	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
18	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
19	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
20	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	469,740
21	-	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	422,766
22	-	-	46,974	46,974	46,974	46,974	46,974	46,974	46,974	46,974	375,792
23	-	-	-	46,974	46,974	46,974	46,974	46,974	46,974	46,974	328,818
24	-	-	-	-	46,974	46,974	46,974	46,974	46,974	46,974	281,844
25	-	-	-	-	-	46,974	46,974	46,974	46,974	46,974	234,870
26	-	-	-	-	-	-	46,974	46,974	46,974	46,974	187,896
27	-	-	-	-	-	-	-	46,974	46,974	46,974	140,922
28	-	-	-	-	-	-	-	-	46,974	46,974	93,948
29	-	-	-	-	-	-	-	-	-	46,974	46,974
	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 939,480	\$ 9,394,797

II. Summary of Annual Expenses

Year	New Annual Debt Service ⁽¹⁾	Annual Capital Expenditures ⁽²⁾	Annual Bond Proceeds ⁽²⁾	Existing Annual Debt Service ⁽³⁾	Annual Credit ⁽⁴⁾	Total Expense
1	\$ 46,974	\$ 979,597	\$ (638,392)	\$ 848,125	\$ (2,707)	\$ 1,233,596
2	93,948	1,192,394	(638,392)	666,815	(4,471)	1,310,293
3	140,922	1,405,191	(638,392)	665,648	(6,914)	1,566,455
4	187,896	1,617,988	(638,392)	663,919	(9,475)	1,821,937
5	234,870	1,617,988	(638,392)	703,504	(12,705)	1,905,265
6	281,844	1,617,988	(638,392)	639,172	(14,582)	1,886,030
7	328,818	1,617,988	(638,392)	694,041	(18,423)	1,984,032
8	375,792	1,617,988	(638,392)	768,394	(22,981)	2,100,801
9	422,766	1,617,988	(638,392)	749,827	(25,867)	2,126,322
10	469,740	1,617,988	(638,392)	702,616	(28,070)	2,123,883
11	469,740	638,392	-	619,940	(26,091)	1,701,981
12	469,740	425,595	-	619,853	(26,089)	1,489,099
13	469,740	212,797	-	620,000	(26,092)	1,276,445
14	469,740	-	-	619,972	(26,091)	1,063,620
15	469,740	-	-	620,069	(26,094)	1,063,715
16	469,740	-	-	620,020	(26,093)	1,063,668
17	469,740	-	-	528,854	(23,910)	974,684
18	469,740	-	-	528,924	(23,911)	974,752
19	469,740	-	-	528,939	(23,912)	974,767
20	469,740	-	-	528,899	(23,911)	974,728
21	422,766	-	-	-	(10,122)	412,643
22	375,792	-	-	-	(8,998)	366,794
23	328,818	-	-	-	(7,873)	320,945
24	281,844	-	-	-	(6,748)	275,096
25	234,870	-	-	-	(5,624)	229,246
26	187,896	-	-	-	(4,499)	183,397
27	140,922	-	-	-	(3,374)	137,548
28	93,948	-	-	-	(2,249)	91,699
29	46,974	-	-	-	(1,125)	45,849
	\$ 9,394,797	\$ 16,179,885	\$ (6,383,918)	\$ 12,937,528	\$ (449,003)	\$ 31,679,290

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

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area I

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 5,189,258
1	\$ 1,265	1,833	\$ 2,318,876	\$ 1,233,596	\$ 1,085,279	\$ 114,638	6,389,175
2	1,265	1,833	2,318,876	1,310,293	1,008,582	137,869	7,535,627
3	1,265	1,833	2,318,876	1,566,455	752,421	158,237	8,446,285
4	1,265	1,833	2,318,876	1,821,937	496,939	173,895	9,117,119
5	1,265	1,833	2,318,876	1,905,265	413,610	186,478	9,717,208
6	1,265	1,833	2,318,876	1,886,030	432,846	198,673	10,348,726
7	1,265	1,833	2,318,876	1,984,032	334,844	210,323	10,893,893
8	1,265	1,833	2,318,876	2,100,801	218,074	220,059	11,332,026
9	1,265	1,833	2,318,876	2,126,322	192,553	228,566	11,753,145
10	1,265	1,833	2,318,876	2,123,883	194,993	237,013	12,185,151
11	-	-	-	1,701,981	(1,701,981)	226,683	10,709,853
12	-	-	-	1,489,099	(1,489,099)	199,306	9,420,061
13	-	-	-	1,276,445	(1,276,445)	175,637	8,319,253
14	-	-	-	1,063,620	(1,063,620)	155,749	7,411,381
15	-	-	-	1,063,715	(1,063,715)	137,590	6,485,257
16	-	-	-	1,063,668	(1,063,668)	119,068	5,540,658
17	-	-	-	974,684	(974,684)	101,066	4,667,040
18	-	-	-	974,752	(974,752)	83,593	3,775,881
19	-	-	-	974,767	(974,767)	65,770	2,866,884
20	-	-	-	974,728	(974,728)	47,590	1,939,747
21	-	-	-	412,643	(412,643)	34,669	1,561,772
22	-	-	-	366,794	(366,794)	27,568	1,222,545
23	-	-	-	320,945	(320,945)	21,241	922,842
24	-	-	-	275,096	(275,096)	15,706	663,452
25	-	-	-	229,246	(229,246)	10,977	445,183
26	-	-	-	183,397	(183,397)	7,070	268,855
27	-	-	-	137,548	(137,548)	4,002	135,309
28	-	-	-	91,699	(91,699)	1,789	45,400
29	-	-	-	45,849	(45,849)	450	-
			\$ 23,188,757	\$ 31,679,290		\$ 3,301,274	

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area I

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	1,833	3,224	\$ 1,233,596	\$ 2,169,199
2	28	1.7240	1.0000	1,833	3,160	1,310,293	2,258,887
3	27	1.6902	1.0000	1,833	3,098	1,566,455	2,647,547
4	26	1.6570	1.0000	1,833	3,038	1,821,937	3,018,971
5	25	1.6245	1.0000	1,833	2,978	1,905,265	3,095,145
6	24	1.5927	1.0000	1,833	2,920	1,886,030	3,003,820
7	23	1.5614	1.0000	1,833	2,862	1,984,032	3,097,946
8	22	1.5308	1.0000	1,833	2,806	2,100,801	3,215,955
9	21	1.5008	1.0000	1,833	2,751	2,126,322	3,191,199
10	20	1.4714	1.0000	1,833	2,697	2,123,883	3,125,037
11	19	1.4425	1.0000	-	-	1,701,981	2,455,156
12	18	1.4142	1.0000	-	-	1,489,099	2,105,949
13	17	1.3865	1.0000	-	-	1,276,445	1,769,808
14	16	1.3593	1.0000	-	-	1,063,620	1,445,807
15	15	1.3327	1.0000	-	-	1,063,715	1,417,585
16	14	1.3065	1.0000	-	-	1,063,668	1,389,727
17	13	1.2809	1.0000	-	-	974,684	1,248,497
18	12	1.2558	1.0000	-	-	974,752	1,224,102
19	11	1.2312	1.0000	-	-	974,767	1,200,117
20	10	1.2070	1.0000	-	-	974,728	1,176,539
21	9	1.1834	1.0000	-	-	412,643	488,312
22	8	1.1602	1.0000	-	-	366,794	425,544
23	7	1.1374	1.0000	-	-	320,945	365,050
24	6	1.1151	1.0000	-	-	275,096	306,765
25	5	1.0933	1.0000	-	-	229,246	250,625
26	4	1.0718	1.0000	-	-	183,397	196,569
27	3	1.0508	1.0000	-	-	137,548	144,536
28	2	1.0302	1.0000	-	-	91,699	94,468
29	1	1.0100	1.0000	-	-	45,849	46,308
					29,535		\$ 46,575,170

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 5,189,258
Total Escalated Expense for Entire Period	\$ 46,575,170
Less Future Value of Initial Impact Fee Fund Balance	9,215,316
Sub-Total	\$ 37,359,854
Total Escalated Vehicle Miles	29,535
Impact Fee For Service Area I	\$ 1,265

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area I

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
VIRGINIA PKWY (7)	I-1	\$ 2,567,378	\$ 1,804,697	\$ 886,767	\$ -	\$ 917,931	\$ 1,804,697
VIRGINIA PKWY (8)	I-2	531,979	373,946	373,946	-	-	373,946
ELDORADO PKWY (2)	I-3	4,857,600	3,414,572	-	1,707,286	1,707,286	3,414,572
MCKINNEY RANCH PKWY (2)	I-4	4,338,000	3,049,328	-	1,524,664	1,524,664	3,049,328
COLLIN MCKINNEY PKWY (2)	I-5	1,777,105	1,249,188	595,943	-	653,245	1,249,188
COLLIN MCKINNEY PKWY (3)	I-6	3,221,002	2,264,152	1,080,146	-	1,184,006	2,264,152
COLLIN MCKINNEY PKWY (4)	I-7	1,101,893	774,558	369,514	-	405,044	774,558
RIDGE RD (8)	G-17, I-8	275,407	193,593	29,636	-	163,957	193,593
RIDGE RD (9)	H-8, I-9	831,000	584,138	-	292,069	292,069	584,138
HARDIN BLVD (11)	I-10, J-6	6,792,049	4,774,362	2,935,487	919,438	919,438	4,774,362
HARDIN BLVD (12)	I-11, J-7	3,104,400	2,182,188	-	1,091,094	1,091,094	2,182,188
Signal	35	150,000	105,440	-	52,720	52,720	105,440
Under Construction	36	195,171	137,192	93,259	-	43,933	137,192
Signal	38	171,500	120,553	120,553	-	-	120,553
Under Construction	44	195,171	137,192	93,259	-	43,933	137,192
Signal	45	300,000	210,880	-	105,440	105,440	210,880
Signal	46	300,000	210,880	-	105,440	105,440	210,880
Roundabout	50	1,320,000	927,873	927,873	-	-	927,873
Roundabout	51	1,900,000	1,335,575	1,335,575	-	-	1,335,575
Signal	56	150,000	105,440	-	52,720	52,720	105,440
Signal	57	150,000	105,440	-	52,720	52,720	105,440
Signal	58	150,000	105,440	-	52,720	52,720	105,440
Signal	59	300,000	210,880	-	105,440	105,440	210,880
Signal	60	300,000	210,880	-	105,440	105,440	210,880
Signal	72	300,000	210,880	-	105,440	105,440	210,880
Signal	73	150,000	105,440	-	52,720	52,720	105,440
Signal	76	150,000	105,440	-	52,720	52,720	105,440
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 35,591,345	\$ 25,021,841	\$ 8,841,956	\$ 6,383,918	\$ 9,795,967	\$ 25,021,841

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area I

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 895,099	606,072	\$ 1.48	1,833	\$ 2,707
2	760,763	623,802	1.22	3,666	4,471
3	806,570	641,531	1.26	5,500	6,914
4	851,815	659,260	1.29	7,333	9,475
5	938,374	676,990	1.39	9,166	12,705
6	921,016	694,719	1.33	10,999	14,582
7	1,022,859	712,448	1.44	12,832	18,423
8	1,144,185	730,177	1.57	14,666	22,981
9	1,172,593	747,907	1.57	16,499	25,867
10	1,172,356	765,636	1.53	18,332	28,070
11	1,089,680	765,636	1.42	18,332	26,091
12	1,089,593	765,636	1.42	18,332	26,089
13	1,089,740	765,636	1.42	18,332	26,092
14	1,089,711	765,636	1.42	18,332	26,091
15	1,089,809	765,636	1.42	18,332	26,094
16	1,089,760	765,636	1.42	18,332	26,093
17	998,594	765,636	1.30	18,332	23,910
18	998,664	765,636	1.30	18,332	23,911
19	998,678	765,636	1.30	18,332	23,912
20	998,639	765,636	1.30	18,332	23,911
21	422,766	765,636	0.55	18,332	10,122
22	375,792	765,636	0.49	18,332	8,998
23	328,818	765,636	0.43	18,332	7,873
24	281,844	765,636	0.37	18,332	6,748
25	234,870	765,636	0.31	18,332	5,624
26	187,896	765,636	0.25	18,332	4,499
27	140,922	765,636	0.18	18,332	3,374
28	93,948	765,636	0.12	18,332	2,249
29	46,974	765,636	0.06	18,332	1,125
Total	\$ 22,332,326				\$ 449,003

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	18,332
Annual Growth in Vehicle Miles	<u>10</u> years 1,833
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	158,961
Annual Growth in Vehicle Miles	<u>10</u> years 15,896
Credit Amount	\$ 449,003

(1) Appendix E - Service Area I, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area J

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	2,486
Existing Fund Balance ⁽³⁾	\$ 2,179,356

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 2,989,838
Non-debt Funded Project Cost ⁽⁵⁾	3,326,536
New Project Cost Funded Through New Debt ⁽⁶⁾	3,305,234
Total Recoverable Project Cost ⁽⁷⁾	\$ 9,621,608

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 330,523	4.00%	20
2	330,523	4.00%	20
3	330,523	4.00%	20
4	330,523	4.00%	20
5	330,523	4.00%	20
6	330,523	4.00%	20
7	330,523	4.00%	20
8	330,523	4.00%	20
9	330,523	4.00%	20
10	330,523	4.00%	20
Total	\$ 3,305,234		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 332,654
2	442,828
3	553,003
4	663,177
5	663,177
6	663,177
7	663,177
8	663,177
9	663,177
10	663,177
11	330,523
12	220,349
13	110,174
Total	\$ 6,631,770

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area J

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	\$ 24,320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,320
2	24,320	24,320	-	-	-	-	-	-	-	-	48,641
3	24,320	24,320	24,320	-	-	-	-	-	-	-	72,961
4	24,320	24,320	24,320	24,320	-	-	-	-	-	-	97,282
5	24,320	24,320	24,320	24,320	24,320	-	-	-	-	-	121,602
6	24,320	24,320	24,320	24,320	24,320	24,320	-	-	-	-	145,923
7	24,320	24,320	24,320	24,320	24,320	24,320	24,320	-	-	-	170,243
8	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	-	-	194,564
9	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	-	218,884
10	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
11	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
12	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
13	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
14	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
15	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
16	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
17	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
18	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
19	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
20	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	243,205
21	-	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	218,884
22	-	-	24,320	24,320	24,320	24,320	24,320	24,320	24,320	24,320	194,564
23	-	-	-	24,320	24,320	24,320	24,320	24,320	24,320	24,320	170,243
24	-	-	-	-	24,320	24,320	24,320	24,320	24,320	24,320	145,923
25	-	-	-	-	-	24,320	24,320	24,320	24,320	24,320	121,602
26	-	-	-	-	-	-	24,320	24,320	24,320	24,320	97,282
27	-	-	-	-	-	-	-	24,320	24,320	24,320	72,961
28	-	-	-	-	-	-	-	-	24,320	24,320	48,641
29	-	-	-	-	-	-	-	-	-	24,320	24,320
	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 486,410	\$ 4,864,097

II. Summary of Annual Expenses

Year	New Annual Debt Service ⁽¹⁾	Annual Capital Expenditures ⁽²⁾	Annual Bond Proceeds ⁽²⁾	Existing Annual Debt Service ⁽³⁾	Annual Credit ⁽⁴⁾	Total Expense
1	\$ 24,320	\$ 332,654	\$ (330,523)	\$ 232,863	\$ (1,055)	\$ 258,259
2	48,641	442,828	(330,523)	232,914	(2,244)	391,615
3	72,961	553,003	(330,523)	232,850	(3,556)	524,735
4	97,282	663,177	(330,523)	232,909	(4,981)	657,863
5	121,602	663,177	(330,523)	232,866	(6,509)	680,613
6	145,923	663,177	(330,523)	232,935	(8,136)	703,376
7	170,243	663,177	(330,523)	232,893	(9,848)	725,941
8	194,564	663,177	(330,523)	232,951	(11,646)	748,523
9	218,884	663,177	(330,523)	232,888	(13,517)	770,908
10	243,205	663,177	(330,523)	232,914	(15,462)	793,311
11	243,205	330,523	-	232,914	(15,462)	791,180
12	243,205	220,349	-	232,882	(15,461)	680,975
13	243,205	110,174	-	232,919	(15,462)	570,837
14	243,205	-	-	232,909	(15,462)	460,652
15	243,205	-	-	232,951	(15,463)	460,693
16	243,205	-	-	232,930	(15,462)	460,672
17	243,205	-	-	155,054	(12,933)	385,325
18	243,205	-	-	155,054	(12,933)	385,325
19	243,205	-	-	155,054	(12,933)	385,325
20	243,205	-	-	155,054	(12,933)	385,325
21	218,884	-	-	-	(7,108)	211,776
22	194,564	-	-	-	(6,318)	188,245
23	170,243	-	-	-	(5,529)	164,715
24	145,923	-	-	-	(4,739)	141,184
25	121,602	-	-	-	(3,949)	117,653
26	97,282	-	-	-	(3,159)	94,123
27	72,961	-	-	-	(2,369)	70,592
28	48,641	-	-	-	(1,580)	47,061
29	24,320	-	-	-	(790)	23,531
	\$ 4,864,097	\$ 6,631,770	\$ (3,305,234)	\$ 4,346,705	\$ (257,003)	\$ 12,280,336

(1) Appendix E - Service Area J, Page 2 Section 1
 (2) Appendix E - Service Area J, Page 1
 (3) Eligible outstanding debt funded projects as a percent of outstanding principal times outstanding annual debt service
 (4) Appendix E - Service Area J, Page 6

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area J

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 2,179,356
1	\$ 347	2,486	\$ 863,383	\$ 258,259	\$ 605,124	\$ 49,638	2,834,118
2	347	2,486	863,383	391,615	471,767	61,400	3,367,286
3	347	2,486	863,383	524,735	338,648	70,732	3,776,666
4	347	2,486	863,383	657,863	205,520	77,589	4,059,774
5	347	2,486	863,383	680,613	182,770	83,023	4,325,567
6	347	2,486	863,383	703,376	160,006	88,111	4,573,685
7	347	2,486	863,383	725,941	137,441	92,848	4,803,974
8	347	2,486	863,383	748,523	114,860	97,228	5,016,062
9	347	2,486	863,383	770,908	92,474	101,246	5,209,782
10	347	2,486	863,383	793,311	70,072	104,896	5,384,751
11	-	-	-	791,180	(791,180)	99,783	4,693,354
12	-	-	-	680,975	(680,975)	87,057	4,099,436
13	-	-	-	570,837	(570,837)	76,280	3,604,880
14	-	-	-	460,652	(460,652)	67,491	3,211,719
15	-	-	-	460,693	(460,693)	59,627	2,810,653
16	-	-	-	460,672	(460,672)	51,606	2,401,587
17	-	-	-	385,325	(385,325)	44,178	2,060,440
18	-	-	-	385,325	(385,325)	37,356	1,712,470
19	-	-	-	385,325	(385,325)	30,396	1,357,541
20	-	-	-	385,325	(385,325)	23,298	995,514
21	-	-	-	211,776	(211,776)	17,793	801,530
22	-	-	-	188,245	(188,245)	14,148	627,433
23	-	-	-	164,715	(164,715)	10,902	473,619
24	-	-	-	141,184	(141,184)	8,061	340,496
25	-	-	-	117,653	(117,653)	5,633	228,476
26	-	-	-	94,123	(94,123)	3,628	137,981
27	-	-	-	70,592	(70,592)	2,054	69,443
28	-	-	-	47,061	(47,061)	918	23,300
29	-	-	-	23,531	(23,531)	231	-
			\$ 8,633,827	\$ 12,280,336		\$ 1,467,153	

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area J

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	2,486	4,372	\$ 258,259	\$ 454,131
2	28	1.7240	1.0000	2,486	4,286	391,615	675,127
3	27	1.6902	1.0000	2,486	4,202	524,735	886,882
4	26	1.6570	1.0000	2,486	4,120	657,863	1,090,087
5	25	1.6245	1.0000	2,486	4,039	680,613	1,105,670
6	24	1.5927	1.0000	2,486	3,960	703,376	1,120,245
7	23	1.5614	1.0000	2,486	3,882	725,941	1,133,514
8	22	1.5308	1.0000	2,486	3,806	748,523	1,145,856
9	21	1.5008	1.0000	2,486	3,732	770,908	1,156,985
10	20	1.4714	1.0000	2,486	3,658	793,311	1,167,261
11	19	1.4425	1.0000	-	-	791,180	1,141,300
12	18	1.4142	1.0000	-	-	680,975	963,065
13	17	1.3865	1.0000	-	-	570,837	791,473
14	16	1.3593	1.0000	-	-	460,652	626,177
15	15	1.3327	1.0000	-	-	460,693	613,953
16	14	1.3065	1.0000	-	-	460,672	601,888
17	13	1.2809	1.0000	-	-	385,325	493,572
18	12	1.2558	1.0000	-	-	385,325	483,895
19	11	1.2312	1.0000	-	-	385,325	474,406
20	10	1.2070	1.0000	-	-	385,325	465,104
21	9	1.1834	1.0000	-	-	211,776	250,611
22	8	1.1602	1.0000	-	-	188,245	218,397
23	7	1.1374	1.0000	-	-	164,715	187,351
24	6	1.1151	1.0000	-	-	141,184	157,437
25	5	1.0933	1.0000	-	-	117,653	128,625
26	4	1.0718	1.0000	-	-	94,123	100,883
27	3	1.0508	1.0000	-	-	70,592	74,178
28	2	1.0302	1.0000	-	-	47,061	48,483
29	1	1.0100	1.0000	-	-	23,531	23,766
					<u>40,059</u>		<u>\$ 17,780,324</u>

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 2,179,356
Total Escalated Expense for Entire Period	\$ 17,780,324
Less Future Value of Initial Impact Fee Fund Balance	<u>3,870,198</u>
Sub-Total	\$ 13,910,126
Total Escalated Vehicle Miles	<u>40,059</u>
Impact Fee For Service Area J	\$ 347

City of McKinney - 2019 Roadway Impact Fee Study
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 Appendix E - Impact Fee Calculation Assumptions
 Service Area J

Impact Fee Project Name ⁽¹⁾	Impact Fee Project No. ⁽¹⁾	Cost In Service Area ⁽¹⁾	Impact Fee Recoverable Cost ⁽²⁾	Debt Funded ⁽³⁾		Non-Debt Funded ⁽³⁾	Impact Fee Recoverable Cost
				Existing	Proposed		
WHITE AVE (1)	J-1	\$ 981,328	\$ 334,478	\$ 334,478	\$ -	\$ -	\$ 334,478
WHITE AVE (2)	J-2	213,991	72,937	72,937	-	-	72,937
VIRGINIA PKWY (9)	J-3	3,267,873	1,113,829	1,113,829	-	-	1,113,829
ELDORADO PKWY (3)	J-4	4,047,600	1,379,593	-	689,797	689,797	1,379,593
COLLIN MCKINNEY PKWY (5)	J-5	1,953,000	665,665	-	332,832	332,832	665,665
HARDIN BLVD (11)	I-10, J-6	6,792,049	2,315,017	1,423,374	445,822	445,822	2,315,017
HARDIN BLVD (12)	I-11, J-7	3,104,400	1,058,111	-	529,055	529,055	1,058,111
MEDICAL CENTER DR	J-8	2,240,000	763,487	-	381,743	381,743	763,487
STATE HIGHWAY 5 (4)	J-9, K-7	2,323,650	791,998	-	395,999	395,999	791,998
STATE HIGHWAY 5 (5)	J-10, K-8	1,111,600	378,880	-	189,440	189,440	378,880
STATE HIGHWAY 5 (6)	J-11	313,950	107,007	-	53,504	53,504	107,007
Under Construction	36	195,171	66,522	45,220	-	21,303	66,522
Signal	39	300,000	102,253	-	51,126	51,126	102,253
Signal	58	150,000	51,126	-	25,563	25,563	51,126
Intersection Improvements	61	150,000	51,126	-	25,563	25,563	51,126
Signal	62	150,000	51,126	-	25,563	25,563	51,126
Signal	67	300,000	102,253	-	51,126	51,126	102,253
Signal	68	300,000	102,253	-	51,126	51,126	102,253
Signal	69	150,000	51,126	-	25,563	25,563	51,126
Signal	73	150,000	51,126	-	25,563	25,563	51,126
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 28,206,303	\$ 9,621,608	\$ 2,989,838	\$ 3,305,234	\$ 3,326,536	\$ 9,621,608

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area J

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 257,184	606,072	\$ 0.42	2,486	\$ 1,055
2	281,555	623,802	0.45	4,973	2,244
3	305,812	641,531	0.48	7,459	3,556
4	330,191	659,260	0.50	9,946	4,981
5	354,469	676,990	0.52	12,432	6,509
6	378,858	694,719	0.55	14,918	8,136
7	403,136	712,448	0.57	17,405	9,848
8	427,515	730,177	0.59	19,891	11,646
9	451,772	747,907	0.60	22,378	13,517
10	476,119	765,636	0.62	24,864	15,462
11	476,119	765,636	0.62	24,864	15,462
12	476,087	765,636	0.62	24,864	15,461
13	476,124	765,636	0.62	24,864	15,462
14	476,114	765,636	0.62	24,864	15,462
15	476,156	765,636	0.62	24,864	15,463
16	476,135	765,636	0.62	24,864	15,462
17	398,259	765,636	0.52	24,864	12,933
18	398,259	765,636	0.52	24,864	12,933
19	398,259	765,636	0.52	24,864	12,933
20	398,259	765,636	0.52	24,864	12,933
21	218,884	765,636	0.29	24,864	7,108
22	194,564	765,636	0.25	24,864	6,318
23	170,243	765,636	0.22	24,864	5,529
24	145,923	765,636	0.19	24,864	4,739
25	121,602	765,636	0.16	24,864	3,949
26	97,282	765,636	0.13	24,864	3,159
27	72,961	765,636	0.10	24,864	2,369
28	48,641	765,636	0.06	24,864	1,580
29	24,320	765,636	0.03	24,864	790
Total	\$ 9,210,803				\$ 257,003

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	24,864
	10 years
Annual Growth in Vehicle Miles	2,486
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	152,429
	10 years
Annual Growth in Vehicle Miles	15,243
Credit Amount	\$ 257,003

(1) Appendix E - Service Area J, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area K

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	853
Existing Fund Balance ⁽³⁾	\$ 779,111

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 1,159,792
Non-debt Funded Project Cost ⁽⁵⁾	4,449,077
New Project Cost Funded Through New Debt ⁽⁶⁾	4,295,800
Total Recoverable Project Cost ⁽⁷⁾	\$ 9,904,669

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 429,580	4.00%	20
2	429,580	4.00%	20
3	429,580	4.00%	20
4	429,580	4.00%	20
5	429,580	4.00%	20
6	429,580	4.00%	20
7	429,580	4.00%	20
8	429,580	4.00%	20
9	429,580	4.00%	20
10	429,580	4.00%	20
Total	\$ 4,295,800		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 444,908
2	588,101
3	731,294
4	874,488
5	874,488
6	874,488
7	874,488
8	874,488
9	874,488
10	874,488
11	429,580
12	286,387
13	143,193
Total	\$ 8,744,877

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area K

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 31,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,609
2	31,609	31,609	-	-	-	-	-	-	-	-	63,218
3	31,609	31,609	31,609	-	-	-	-	-	-	-	94,828
4	31,609	31,609	31,609	31,609	-	-	-	-	-	-	126,437
5	31,609	31,609	31,609	31,609	31,609	-	-	-	-	-	158,046
6	31,609	31,609	31,609	31,609	31,609	31,609	-	-	-	-	189,655
7	31,609	31,609	31,609	31,609	31,609	31,609	31,609	-	-	-	221,265
8	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	-	-	252,874
9	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	-	284,483
10	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
11	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
12	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
13	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
14	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
15	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
16	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
17	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
18	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
19	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
20	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	316,092
21	-	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	284,483
22	-	-	31,609	31,609	31,609	31,609	31,609	31,609	31,609	31,609	252,874
23	-	-	-	31,609	31,609	31,609	31,609	31,609	31,609	31,609	221,265
24	-	-	-	-	31,609	31,609	31,609	31,609	31,609	31,609	189,655
25	-	-	-	-	-	31,609	31,609	31,609	31,609	31,609	158,046
26	-	-	-	-	-	-	31,609	31,609	31,609	31,609	126,437
27	-	-	-	-	-	-	-	31,609	31,609	31,609	94,828
28	-	-	-	-	-	-	-	-	31,609	31,609	63,218
29	-	-	-	-	-	-	-	-	-	31,609	31,609
	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 632,185	\$ 6,321,850

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 31,609	\$ 444,908	\$ (429,580)	\$ 89,873	\$ (171)	\$ 136,639
2	63,218	588,101	(429,580)	89,885	(419)	311,206
3	94,828	731,294	(429,580)	89,870	(737)	485,675
4	126,437	874,488	(429,580)	89,884	(1,120)	660,109
5	158,046	874,488	(429,580)	89,874	(1,562)	691,266
6	189,655	874,488	(429,580)	89,890	(2,059)	722,394
7	221,265	874,488	(429,580)	89,880	(2,608)	753,445
8	252,874	874,488	(429,580)	89,894	(3,203)	784,472
9	284,483	874,488	(429,580)	89,879	(3,843)	815,427
10	316,092	874,488	(429,580)	89,885	(4,523)	846,362
11	316,092	429,580	-	89,885	(4,523)	831,035
12	316,092	286,387	-	89,878	(4,523)	687,834
13	316,092	143,193	-	89,886	(4,523)	544,649
14	316,092	-	-	89,884	(4,523)	401,453
15	316,092	-	-	89,894	(4,523)	401,463
16	316,092	-	-	89,889	(4,523)	401,458
17	316,092	-	-	71,485	(4,318)	383,260
18	316,092	-	-	71,485	(4,318)	383,260
19	316,092	-	-	71,485	(4,318)	383,260
20	316,092	-	-	71,485	(4,318)	383,260
21	284,483	-	-	-	(3,169)	281,314
22	252,874	-	-	-	(2,817)	250,057
23	221,265	-	-	-	(2,465)	218,800
24	189,655	-	-	-	(2,113)	187,543
25	158,046	-	-	-	(1,761)	156,285
26	126,437	-	-	-	(1,409)	125,028
27	94,828	-	-	-	(1,056)	93,771
28	63,218	-	-	-	(704)	62,514
29	31,609	-	-	-	(352)	31,257
	\$ 6,321,850	\$ 8,744,877	\$ (4,295,800)	\$ 1,724,071	\$ (80,502)	\$ 12,414,496

(1) Appendix E - Service Area K, Page 2 Section I

(2) Appendix E - Service Area K, Page 1

(3) Eligible debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area K, Page 6

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area K

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 779,111
1	\$ 1,197	853	\$ 1,020,837	\$ 136,639	\$ 884,198	\$ 24,424	1,687,733
2	1,197	853	1,020,837	311,206	709,631	40,851	2,438,215
3	1,197	853	1,020,837	485,675	535,162	54,116	3,027,492
4	1,197	853	1,020,837	660,109	360,728	64,157	3,452,377
5	1,197	853	1,020,837	691,266	329,571	72,343	3,854,292
6	1,197	853	1,020,837	722,394	298,443	80,070	4,232,805
7	1,197	853	1,020,837	753,445	267,392	87,330	4,587,527
8	1,197	853	1,020,837	784,472	236,365	94,114	4,918,006
9	1,197	853	1,020,837	815,427	205,410	100,414	5,223,830
10	1,197	853	1,020,837	846,362	174,475	106,221	5,504,526
11	-	-	-	831,035	(831,035)	101,780	4,775,272
12	-	-	-	687,834	(687,834)	88,627	4,176,065
13	-	-	-	544,649	(544,649)	78,075	3,709,490
14	-	-	-	401,453	(401,453)	70,175	3,378,212
15	-	-	-	401,463	(401,463)	63,550	3,040,299
16	-	-	-	401,458	(401,458)	56,791	2,695,632
17	-	-	-	383,260	(383,260)	50,080	2,362,452
18	-	-	-	383,260	(383,260)	43,416	2,022,609
19	-	-	-	383,260	(383,260)	36,620	1,675,968
20	-	-	-	383,260	(383,260)	29,687	1,322,395
21	-	-	-	281,314	(281,314)	23,635	1,064,716
22	-	-	-	250,057	(250,057)	18,794	833,453
23	-	-	-	218,800	(218,800)	14,481	629,135
24	-	-	-	187,543	(187,543)	10,707	452,299
25	-	-	-	156,285	(156,285)	7,483	303,497
26	-	-	-	125,028	(125,028)	4,820	183,288
27	-	-	-	93,771	(93,771)	2,728	92,245
28	-	-	-	62,514	(62,514)	1,220	30,951
29	-	-	-	31,257	(31,257)	306	-
			\$ 10,208,369	\$ 12,414,496		\$ 1,427,017	

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area K

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	853	1,500	\$ 136,639	\$ 240,271
2	28	1.7240	1.0000	853	1,471	311,206	536,505
3	27	1.6902	1.0000	853	1,442	485,675	820,865
4	26	1.6570	1.0000	853	1,413	660,109	1,093,809
5	25	1.6245	1.0000	853	1,386	691,266	1,122,976
6	24	1.5927	1.0000	853	1,359	722,394	1,150,534
7	23	1.5614	1.0000	853	1,332	753,445	1,176,458
8	22	1.5308	1.0000	853	1,306	784,472	1,200,888
9	21	1.5008	1.0000	853	1,280	815,427	1,223,799
10	20	1.4714	1.0000	853	1,255	846,362	1,245,320
11	19	1.4425	1.0000	-	-	831,035	1,198,791
12	18	1.4142	1.0000	-	-	687,834	972,765
13	17	1.3865	1.0000	-	-	544,649	755,163
14	16	1.3593	1.0000	-	-	401,453	545,706
15	15	1.3327	1.0000	-	-	401,463	535,020
16	14	1.3065	1.0000	-	-	401,458	524,522
17	13	1.2809	1.0000	-	-	383,260	490,927
18	12	1.2558	1.0000	-	-	383,260	481,301
19	11	1.2312	1.0000	-	-	383,260	471,864
20	10	1.2070	1.0000	-	-	383,260	462,611
21	9	1.1834	1.0000	-	-	281,314	332,900
22	8	1.1602	1.0000	-	-	250,057	290,109
23	7	1.1374	1.0000	-	-	218,800	248,868
24	6	1.1151	1.0000	-	-	187,543	209,133
25	5	1.0933	1.0000	-	-	156,285	170,860
26	4	1.0718	1.0000	-	-	125,028	134,008
27	3	1.0508	1.0000	-	-	93,771	98,535
28	2	1.0302	1.0000	-	-	62,514	64,402
29	1	1.0100	1.0000	-	-	31,257	31,570
					13,743		\$ 17,830,480

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 779,111
Total Escalated Expense for Entire Period	\$ 17,830,480
Less Future Value of Initial Impact Fee Fund Balance	1,383,580
Sub-Total	\$ 16,446,899
Total Escalated Vehicle Miles	13,743
Impact Fee For Service Area K	\$ 1,197

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area K

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
VIRGINIA STREET	K-1	\$ 779,650	\$ 398,340	\$ -	\$ 199,170	\$ 199,170	\$ 398,340
ELDORADO PKWY (4)	K-2	1,699,200	868,158	-	434,079	434,079	868,158
HARRY MCKILLOP BLVD / FM 546 (1)	K-3	1,839,600	939,892	-	469,946	469,946	939,892
HARRY MCKILLOP BLVD / FM 546 (2)	K-4, L-1	117,300	59,931	-	29,966	29,966	59,931
HARRY MCKILLOP BLVD / FM 546 (3)	K-5, L-2	1,633,700	834,693	-	417,346	417,346	834,693
STATE HIGHWAY 5 (3)	K-6	2,064,300	1,054,696	-	527,348	527,348	1,054,696
STATE HIGHWAY 5 (4)	J-9, K-7	2,323,650	1,187,203	-	593,602	593,602	1,187,203
STATE HIGHWAY 5 (5)	J-10, K-8	1,111,600	567,941	-	283,970	283,970	567,941
AIRPORT DR (5)	K-9, L-6	3,161,400	1,615,228	-	807,614	807,614	1,615,228
AIRPORT DR (6)	K-10, L-7	1,462,600	747,274	229,915	182,041	335,318	747,274
Signal	40	300,000	153,277	-	76,638	76,638	153,277
Signal Mod	41	75,000	38,319	-	19,160	19,160	38,319
Roundabout	52	1,820,000	929,877	929,877	-	-	929,877
Signal	53	300,000	153,277	-	76,638	76,638	153,277
Signal	54	150,000	76,638	-	38,319	38,319	76,638
Signal	62	150,000	76,638	-	38,319	38,319	76,638
Signal	63	225,000	114,957	-	57,479	57,479	114,957
Signal	69	150,000	76,638	-	38,319	38,319	76,638
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 19,374,692	\$ 9,904,669	\$ 1,159,792	\$ 4,295,800	\$ 4,449,077	\$ 9,904,669

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area K

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 121,482	606,072	\$ 0.20	853	\$ 171
2	153,104	623,802	0.25	1,706	419
3	184,698	641,531	0.29	2,559	737
4	216,321	659,260	0.33	3,412	1,120
5	247,920	676,990	0.37	4,265	1,562
6	279,546	694,719	0.40	5,118	2,059
7	311,145	712,448	0.44	5,971	2,608
8	342,768	730,177	0.47	6,824	3,203
9	374,362	747,907	0.50	7,677	3,843
10	405,978	765,636	0.53	8,530	4,523
11	405,978	765,636	0.53	8,530	4,523
12	405,970	765,636	0.53	8,530	4,523
13	405,979	765,636	0.53	8,530	4,523
14	405,976	765,636	0.53	8,530	4,523
15	405,986	765,636	0.53	8,530	4,523
16	405,981	765,636	0.53	8,530	4,523
17	387,578	765,636	0.51	8,530	4,318
18	387,578	765,636	0.51	8,530	4,318
19	387,578	765,636	0.51	8,530	4,318
20	387,578	765,636	0.51	8,530	4,318
21	284,483	765,636	0.37	8,530	3,169
22	252,874	765,636	0.33	8,530	2,817
23	221,265	765,636	0.29	8,530	2,465
24	189,655	765,636	0.25	8,530	2,113
25	158,046	765,636	0.21	8,530	1,761
26	126,437	765,636	0.17	8,530	1,409
27	94,828	765,636	0.12	8,530	1,056
28	63,218	765,636	0.08	8,530	704
29	31,609	765,636	0.04	8,530	352
Total	\$ 8,045,921				\$ 80,502

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	8,530
	<u>10</u> years
Annual Growth in Vehicle Miles	853
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	168,763
	<u>10</u> years
Annual Growth in Vehicle Miles	16,876
Credit Amount	\$ 80,502

(1) Appendix E - Service Area K, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area L

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	189
Existing Fund Balance ⁽³⁾	\$ 5,532
Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ 57,132
Non-debt Funded Project Cost ⁽⁵⁾	1,761,891
New Project Cost Funded Through New Debt ⁽⁶⁾	1,723,803
Total Recoverable Project Cost ⁽⁷⁾	\$ 3,542,826

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 172,380	4.00%	20
2	172,380	4.00%	20
3	172,380	4.00%	20
4	172,380	4.00%	20
5	172,380	4.00%	20
6	172,380	4.00%	20
7	172,380	4.00%	20
8	172,380	4.00%	20
9	172,380	4.00%	20
10	172,380	4.00%	20
Total	\$ 1,723,803		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 176,189
2	233,649
3	291,109
4	348,569
5	348,569
6	348,569
7	348,569
8	348,569
9	348,569
10	348,569
11	172,380
12	114,920
13	57,460
Total	\$ 3,485,694

- (1) Per discussions with City Staff and City files
- (2) Derived from Kimley-Horn Impact Fee Study
- (3) Per discussions with City Staff and City files
- (4) Per discussions with City Staff and City files
- (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
- (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
- (7) Per Kimley-Horn Impact Fee Study
- (8) Assumes new debt issued in equal annual amounts
- (9) Per discussions with City Staff and City files
- (10) Assumes new debt proceeds expended over a 3-year timeframe.
 Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area L

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 12,684	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,684
2	12,684	12,684	-	-	-	-	-	-	-	-	25,368
3	12,684	12,684	12,684	-	-	-	-	-	-	-	38,052
4	12,684	12,684	12,684	12,684	-	-	-	-	-	-	50,736
5	12,684	12,684	12,684	12,684	12,684	-	-	-	-	-	63,420
6	12,684	12,684	12,684	12,684	12,684	12,684	-	-	-	-	76,104
7	12,684	12,684	12,684	12,684	12,684	12,684	12,684	-	-	-	88,788
8	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	-	-	101,472
9	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	-	114,156
10	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
11	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
12	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
13	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
14	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
15	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
16	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
17	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
18	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
19	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
20	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	126,840
21	-	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	114,156
22	-	-	12,684	12,684	12,684	12,684	12,684	12,684	12,684	12,684	101,472
23	-	-	-	12,684	12,684	12,684	12,684	12,684	12,684	12,684	88,788
24	-	-	-	-	12,684	12,684	12,684	12,684	12,684	12,684	76,104
25	-	-	-	-	-	12,684	12,684	12,684	12,684	12,684	63,420
26	-	-	-	-	-	-	12,684	12,684	12,684	12,684	50,736
27	-	-	-	-	-	-	-	12,684	12,684	12,684	38,052
28	-	-	-	-	-	-	-	-	12,684	12,684	25,368
29	-	-	-	-	-	-	-	-	-	12,684	12,684
Total	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 253,681	\$ 2,536,809

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 12,684	\$ 176,189	\$ (172,380)	\$ 4,569	\$ (5)	\$ 21,057
2	25,368	233,649	(172,380)	4,572	(18)	91,191
3	38,052	291,109	(172,380)	4,568	(38)	161,312
4	50,736	348,569	(172,380)	4,572	(64)	231,434
5	63,420	348,569	(172,380)	4,569	(95)	244,084
6	76,104	348,569	(172,380)	4,573	(132)	256,735
7	88,788	348,569	(172,380)	4,571	(174)	269,375
8	101,472	348,569	(172,380)	4,574	(220)	282,016
9	114,156	348,569	(172,380)	4,571	(270)	294,646
10	126,840	348,569	(172,380)	4,572	(325)	307,277
11	126,840	172,380	-	4,572	(325)	303,468
12	126,840	114,920	-	4,570	(325)	246,006
13	126,840	57,460	-	4,573	(325)	188,548
14	126,840	-	-	4,572	(325)	131,087
15	126,840	-	-	4,574	(325)	131,090
16	126,840	-	-	4,573	(325)	131,089
17	126,840	-	-	-	(314)	126,527
18	126,840	-	-	-	(314)	126,527
19	126,840	-	-	-	(314)	126,527
20	126,840	-	-	-	(314)	126,527
21	114,156	-	-	-	(282)	113,874
22	101,472	-	-	-	(251)	101,221
23	88,788	-	-	-	(220)	88,569
24	76,104	-	-	-	(188)	75,916
25	63,420	-	-	-	(157)	63,263
26	50,736	-	-	-	(125)	50,611
27	38,052	-	-	-	(94)	37,958
28	25,368	-	-	-	(63)	25,305
29	12,684	-	-	-	(31)	12,653
Total	\$ 2,536,809	\$ 3,485,694	\$ (1,723,803)	\$ 73,147	\$ (6,956)	\$ 4,365,891

(1) Appendix E - Service Area L, Page 2 Section I

(2) Appendix E - Service Area L, Page 1

(3) Eligible debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area L, Page 6

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area L

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ 5,532
1	\$ 2,044	189	\$ 386,878	\$ 21,057	\$ 365,822	\$ 3,769	375,122
2	2,044	189	386,878	91,191	295,687	10,459	681,269
3	2,044	189	386,878	161,312	225,566	15,881	922,716
4	2,044	189	386,878	231,434	155,445	20,009	1,098,169
5	2,044	189	386,878	244,084	142,795	23,391	1,264,355
6	2,044	189	386,878	256,735	130,143	26,589	1,421,087
7	2,044	189	386,878	269,375	117,503	29,597	1,568,187
8	2,044	189	386,878	282,016	104,862	32,412	1,705,462
9	2,044	189	386,878	294,646	92,232	35,032	1,832,726
10	2,044	189	386,878	307,277	79,601	37,451	1,949,778
11	-	-	-	303,468	(303,468)	35,961	1,682,271
12	-	-	-	246,006	(246,006)	31,185	1,467,450
13	-	-	-	188,548	(188,548)	27,464	1,306,365
14	-	-	-	131,087	(131,087)	24,816	1,200,094
15	-	-	-	131,090	(131,090)	22,691	1,091,696
16	-	-	-	131,089	(131,089)	20,523	981,130
17	-	-	-	126,527	(126,527)	18,357	872,960
18	-	-	-	126,527	(126,527)	16,194	762,628
19	-	-	-	126,527	(126,527)	13,987	650,088
20	-	-	-	126,527	(126,527)	11,736	535,298
21	-	-	-	113,874	(113,874)	9,567	430,991
22	-	-	-	101,221	(101,221)	7,608	337,377
23	-	-	-	88,569	(88,569)	5,862	254,670
24	-	-	-	75,916	(75,916)	4,334	183,088
25	-	-	-	63,263	(63,263)	3,029	122,854
26	-	-	-	50,611	(50,611)	1,951	74,194
27	-	-	-	37,958	(37,958)	1,104	37,340
28	-	-	-	25,305	(25,305)	494	12,529
29	-	-	-	12,653	(12,653)	124	-
			\$ 3,868,782	\$ 4,365,891		\$ 491,577	

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area L

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	189	333	\$ 21,057	\$ 37,027
2	28	1.7240	1.0000	189	326	91,191	157,209
3	27	1.6902	1.0000	189	320	161,312	272,642
4	26	1.6570	1.0000	189	314	231,434	383,488
5	25	1.6245	1.0000	189	308	244,084	396,519
6	24	1.5927	1.0000	189	301	256,735	408,894
7	23	1.5614	1.0000	189	296	269,375	420,612
8	22	1.5308	1.0000	189	290	282,016	431,716
9	21	1.5008	1.0000	189	284	294,646	442,206
10	20	1.4714	1.0000	189	279	307,277	452,121
11	19	1.4425	1.0000	-	-	303,468	437,761
12	18	1.4142	1.0000	-	-	246,006	347,913
13	17	1.3865	1.0000	-	-	188,548	261,425
14	16	1.3593	1.0000	-	-	131,087	178,191
15	15	1.3327	1.0000	-	-	131,090	174,700
16	14	1.3065	1.0000	-	-	131,089	171,273
17	13	1.2809	1.0000	-	-	126,527	162,071
18	12	1.2558	1.0000	-	-	126,527	158,893
19	11	1.2312	1.0000	-	-	126,527	155,778
20	10	1.2070	1.0000	-	-	126,527	152,723
21	9	1.1834	1.0000	-	-	113,874	134,756
22	8	1.1602	1.0000	-	-	101,221	117,434
23	7	1.1374	1.0000	-	-	88,569	100,740
24	6	1.1151	1.0000	-	-	75,916	84,656
25	5	1.0933	1.0000	-	-	63,263	69,163
26	4	1.0718	1.0000	-	-	50,611	54,246
27	3	1.0508	1.0000	-	-	37,958	39,886
28	2	1.0302	1.0000	-	-	25,305	26,070
29	1	1.0100	1.0000	-	-	12,653	12,779
					<u>3,050</u>		<u>\$ 6,242,892</u>

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ 5,532
Total Escalated Expense for Entire Period	\$ 6,242,892
Less Future Value of Initial Impact Fee Fund Balance	<u>9,824</u>
Sub-Total	\$ 6,233,068
Total Escalated Vehicle Miles	<u>3,050</u>
Impact Fee For Service Area L	\$ 2,044

City of McKinney - 2019 Roadway Impact Fee Study
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 Appendix E - Impact Fee Calculation Assumptions
 Service Area L

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
HARRY MCKILLOP BLVD / FM 546 (2)	K-4, L-1	\$ 117,300	\$ 14,892	\$ -	\$ 7,446	\$ 7,446	\$ 14,892
HARRY MCKILLOP BLVD / FM 546 (3)	K-5, L-2	1,633,700	207,415	-	103,707	103,707	207,415
HARRY MCKILLOP BLVD / FM 546 (S) (1)	L-3	2,153,725	273,437	-	136,719	136,719	273,437
HARRY MCKILLOP BLVD / FM 546 (S) (2)	L-4	3,843,225	487,937	-	243,968	243,968	487,937
HARRY MCKILLOP BLVD / FM 546 (N) (1)	L-5	2,166,900	275,110	-	137,555	137,555	275,110
AIRPORT DR (5)	K-9, L-6	3,161,400	401,372	-	200,686	200,686	401,372
AIRPORT DR (6)	K-10, L-7	1,462,600	185,692	57,132	45,236	83,324	185,692
UNNAMED C (3)	L-8	5,807,850	737,366	-	368,683	368,683	737,366
UNNAMED C (4)	L-9, M-5	1,415,150	179,668	-	89,834	89,834	179,668
UNNAMED C (5)	L-10, M-6	5,001,075	634,937	-	317,469	317,469	634,937
Signal Mod	41	75,000	9,522	-	4,761	4,761	9,522
Signal	42	150,000	19,044	-	9,522	9,522	19,044
Signal	54	150,000	19,044	-	9,522	9,522	19,044
Signal	63	225,000	28,566	-	14,283	14,283	28,566
Signal	70	300,000	38,088	-	19,044	19,044	38,088
Signal	74	150,000	19,044	-	9,522	9,522	19,044
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 27,824,617	\$ 3,542,826	\$ 57,132	\$ 1,723,803	\$ 1,761,891	\$ 3,542,826

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area L

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 17,253	606,072	\$ 0.03	189	\$ 5
2	29,940	623,802	0.05	379	18
3	42,621	641,531	0.07	568	38
4	55,308	659,260	0.08	757	64
5	67,990	676,990	0.10	947	95
6	80,678	694,719	0.12	1,136	132
7	93,359	712,448	0.13	1,325	174
8	106,047	730,177	0.15	1,514	220
9	118,727	747,907	0.16	1,704	270
10	131,413	765,636	0.17	1,893	325
11	131,413	765,636	0.17	1,893	325
12	131,411	765,636	0.17	1,893	325
13	131,413	765,636	0.17	1,893	325
14	131,412	765,636	0.17	1,893	325
15	131,415	765,636	0.17	1,893	325
16	131,414	765,636	0.17	1,893	325
17	126,840	765,636	0.17	1,893	314
18	126,840	765,636	0.17	1,893	314
19	126,840	765,636	0.17	1,893	314
20	126,840	765,636	0.17	1,893	314
21	114,156	765,636	0.15	1,893	282
22	101,472	765,636	0.13	1,893	251
23	88,788	765,636	0.12	1,893	220
24	76,104	765,636	0.10	1,893	188
25	63,420	765,636	0.08	1,893	157
26	50,736	765,636	0.07	1,893	125
27	38,052	765,636	0.05	1,893	94
28	25,368	765,636	0.03	1,893	63
29	12,684	765,636	0.02	1,893	31
Total	\$ 2,609,956				\$ 5,956

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	1,893
Annual Growth in Vehicle Miles	<u>189</u> 10 years
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	175,400
Annual Growth in Vehicle Miles	<u>17,540</u> 10 years
Credit Amount	\$ 5,956

(1) Appendix E - Service Area L, Page 2 Section II
 (2) Per Kimley-Horn Impact Fee Study
 (3) Line 8 of the Max Fee Table Report

City of McKinney - 2019 Roadway Impact Fee Study
Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area M

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	2.00%
Annual Vehicle Mile Growth ⁽²⁾	30
Existing Fund Balance ⁽³⁾	\$ -

Portion of Projects Funded by Existing Debt ⁽⁴⁾	\$ -
Non-debt Funded Project Cost ⁽⁵⁾	334,305
New Project Cost Funded Through New Debt ⁽⁶⁾	334,305
Total Recoverable Project Cost ⁽⁷⁾	\$ 668,610

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal⁽⁸⁾</u>	<u>Interest⁽⁹⁾</u>	<u>Term</u>
1	\$ 33,430	4.00%	20
2	33,430	4.00%	20
3	33,430	4.00%	20
4	33,430	4.00%	20
5	33,430	4.00%	20
6	33,430	4.00%	20
7	33,430	4.00%	20
8	33,430	4.00%	20
9	33,430	4.00%	20
10	33,430	4.00%	20
Total	\$ 334,305		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures⁽¹⁰⁾</u>
1	\$ 33,430
2	44,574
3	55,717
4	66,861
5	66,861
6	66,861
7	66,861
8	66,861
9	66,861
10	66,861
11	33,430
12	22,287
13	11,143
Total	\$ 668,610

- (1) Per discussions with City Staff and City files
 - (2) Derived from Kimley-Horn Impact Fee Study
 - (3) Per discussions with City Staff and City files
 - (4) Per discussions with City Staff and City files
 - (5) This assumes 50% of new project costs funded through sources other than debt, unless specified otherwise
 - (6) This assumes 50% of new project costs funded through new debt issues, unless specified otherwise
 - (7) Per Kimley-Horn Impact Fee Study
 - (8) Assumes new debt issued in equal annual amounts
 - (9) Per discussions with City Staff and City files
 - (10) Assumes new debt proceeds expended over a 3-year timeframe.
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area M

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 2,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,460
2	2,460	2,460	-	-	-	-	-	-	-	-	4,920
3	2,460	2,460	2,460	-	-	-	-	-	-	-	7,380
4	2,460	2,460	2,460	2,460	-	-	-	-	-	-	9,839
5	2,460	2,460	2,460	2,460	2,460	-	-	-	-	-	12,299
6	2,460	2,460	2,460	2,460	2,460	2,460	-	-	-	-	14,759
7	2,460	2,460	2,460	2,460	2,460	2,460	2,460	-	-	-	17,219
8	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	-	-	19,679
9	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	-	22,139
10	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
11	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
12	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
13	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
14	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
15	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
16	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
17	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
18	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
19	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
20	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	24,599
21	-	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	22,139
22	-	-	2,460	2,460	2,460	2,460	2,460	2,460	2,460	2,460	19,679
23	-	-	-	2,460	2,460	2,460	2,460	2,460	2,460	2,460	17,219
24	-	-	-	-	2,460	2,460	2,460	2,460	2,460	2,460	14,759
25	-	-	-	-	-	2,460	2,460	2,460	2,460	2,460	12,299
26	-	-	-	-	-	-	2,460	2,460	2,460	2,460	9,839
27	-	-	-	-	-	-	-	2,460	2,460	2,460	7,380
28	-	-	-	-	-	-	-	-	2,460	2,460	4,920
29	-	-	-	-	-	-	-	-	-	2,460	2,460
	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 49,197	\$ 491,975

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 2,460	\$ 33,430	\$ (33,430)	\$ -	\$ (0)	\$ 2,460
2	4,920	44,574	(33,430)	-	(0)	16,063
3	7,380	55,717	(33,430)	-	(1)	29,666
4	9,839	66,861	(33,430)	-	(2)	43,268
5	12,299	66,861	(33,430)	-	(3)	45,727
6	14,759	66,861	(33,430)	-	(4)	48,186
7	17,219	66,861	(33,430)	-	(5)	50,644
8	19,679	66,861	(33,430)	-	(7)	53,103
9	22,139	66,861	(33,430)	-	(8)	55,561
10	24,599	66,861	(33,430)	-	(10)	58,019
11	24,599	33,430	-	-	(10)	58,019
12	24,599	22,287	-	-	(10)	46,876
13	24,599	11,143	-	-	(10)	35,732
14	24,599	-	-	-	(10)	24,589
15	24,599	-	-	-	(10)	24,589
16	24,599	-	-	-	(10)	24,589
17	24,599	-	-	-	(10)	24,589
18	24,599	-	-	-	(10)	24,589
19	24,599	-	-	-	(10)	24,589
20	24,599	-	-	-	(10)	24,589
21	22,139	-	-	-	(9)	22,130
22	19,679	-	-	-	(8)	19,671
23	17,219	-	-	-	(7)	17,212
24	14,759	-	-	-	(6)	14,753
25	12,299	-	-	-	(5)	12,294
26	9,839	-	-	-	(4)	9,836
27	7,380	-	-	-	(3)	7,377
28	4,920	-	-	-	(2)	4,918
29	2,460	-	-	-	(1)	2,459
	\$ 491,975	\$ 668,610	\$ (334,305)	\$ -	\$ (181)	\$ 826,099

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

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area M

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 2,406	30	\$ 73,149	\$ 2,460	\$ 70,689	\$ 707	71,396
2	2,406	30	73,149	16,063	57,086	1,999	130,480
3	2,406	30	73,149	29,666	43,483	3,044	177,008
4	2,406	30	73,149	43,268	29,880	3,839	210,727
5	2,406	30	73,149	45,727	27,421	4,489	242,637
6	2,406	30	73,149	48,186	24,963	5,102	272,703
7	2,406	30	73,149	50,644	22,504	5,679	300,886
8	2,406	30	73,149	53,103	20,046	6,218	327,150
9	2,406	30	73,149	55,561	17,587	6,719	351,456
10	2,406	30	73,149	58,019	15,129	7,180	373,765
11	-	-	-	58,019	(58,019)	6,895	322,641
12	-	-	-	46,876	(46,876)	5,984	281,749
13	-	-	-	35,732	(35,732)	5,278	251,294
14	-	-	-	24,589	(24,589)	4,780	231,485
15	-	-	-	24,589	(24,589)	4,384	211,280
16	-	-	-	24,589	(24,589)	3,980	190,671
17	-	-	-	24,589	(24,589)	3,568	169,649
18	-	-	-	24,589	(24,589)	3,147	148,208
19	-	-	-	24,589	(24,589)	2,718	126,337
20	-	-	-	24,589	(24,589)	2,281	104,029
21	-	-	-	22,130	(22,130)	1,859	83,758
22	-	-	-	19,671	(19,671)	1,478	65,565
23	-	-	-	17,212	(17,212)	1,139	49,492
24	-	-	-	14,753	(14,753)	842	35,581
25	-	-	-	12,294	(12,294)	589	23,875
26	-	-	-	9,836	(9,836)	379	14,419
27	-	-	-	7,377	(7,377)	215	7,257
28	-	-	-	4,918	(4,918)	96	2,435
29	-	-	-	2,459	(2,459)	24	-
			\$ 731,486	\$ 826,099		\$ 94,613	

City of McKinney - 2019 Roadway Impact Fee Study
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 Appendix E - Impact Fee Calculation Assumptions
 Service Area M

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
				<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.7584	1.0000	30	53	\$ 2,460	\$ 4,325
2	28	1.7240	1.0000	30	52	16,063	27,691
3	27	1.6902	1.0000	30	51	29,666	50,139
4	26	1.6570	1.0000	30	50	43,268	71,696
5	25	1.6245	1.0000	30	49	45,727	74,285
6	24	1.5927	1.0000	30	48	48,186	76,744
7	23	1.5614	1.0000	30	47	50,644	79,078
8	22	1.5308	1.0000	30	47	53,103	81,291
9	21	1.5008	1.0000	30	46	55,561	83,387
10	20	1.4714	1.0000	30	45	58,019	85,369
11	19	1.4425	1.0000	-	-	58,019	83,695
12	18	1.4142	1.0000	-	-	46,876	66,294
13	17	1.3865	1.0000	-	-	35,732	49,544
14	16	1.3593	1.0000	-	-	24,589	33,424
15	15	1.3327	1.0000	-	-	24,589	32,769
16	14	1.3065	1.0000	-	-	24,589	32,127
17	13	1.2809	1.0000	-	-	24,589	31,497
18	12	1.2558	1.0000	-	-	24,589	30,879
19	11	1.2312	1.0000	-	-	24,589	30,274
20	10	1.2070	1.0000	-	-	24,589	29,680
21	9	1.1834	1.0000	-	-	22,130	26,188
22	8	1.1602	1.0000	-	-	19,671	22,822
23	7	1.1374	1.0000	-	-	17,212	19,578
24	6	1.1151	1.0000	-	-	14,753	16,452
25	5	1.0933	1.0000	-	-	12,294	13,441
26	4	1.0718	1.0000	-	-	9,836	10,542
27	3	1.0508	1.0000	-	-	7,377	7,751
28	2	1.0302	1.0000	-	-	4,918	5,066
29	1	1.0100	1.0000	-	-	2,459	2,483
					<u>490</u>		<u>\$ 1,178,511</u>

Annual Interest Rate:	2.00%
Present Value of Initial Impact Fee Fund Balance	\$ -
Total Escalated Expense for Entire Period	\$ 1,178,511
Less Future Value of Initial Impact Fee Fund Balance	-
Sub-Total	<u>\$ 1,178,511</u>
Total Escalated Vehicle Miles	<u>490</u>
Impact Fee For Service Area M	\$ 2,406

City of McKinney - 2019 Roadway Impact Fee Study
 Capital Improvement Plan for Impact Fees
 Appendix E - Impact Fee Calculation Assumptions
 Service Area M

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Impact Fee Project No.⁽¹⁾</u>	<u>Cost In Service Area⁽¹⁾</u>	<u>Impact Fee Recoverable Cost⁽²⁾</u>	<u>Debt Funded⁽³⁾</u>		<u>Non-Debt Funded⁽³⁾</u>	<u>Impact Fee Recoverable Cost</u>
				<u>Existing</u>	<u>Proposed</u>		
HARRY MCKILLOP BLVD / FM 546 (N) (2)	M-1	\$ 98,038	\$ 8,200	\$ -	\$ 4,100	\$ 4,100	\$ 8,200
HARRY MCKILLOP BLVD / FM 546 (N) (3)	M-2	180,575	15,103	-	7,551	7,551	15,103
HARRY MCKILLOP BLVD / FM 546 (N) (4)	M-3	139,500	11,667	-	5,834	5,834	11,667
HARRY MCKILLOP BLVD / FM 546 (S) (3)	M-4	719,975	60,217	-	30,109	30,109	60,217
UNNAMED C (4)	L-9, M-5	1,415,150	118,360	-	59,180	59,180	118,360
UNNAMED C (5)	L-10, M-6	5,001,075	418,279	-	209,140	209,140	418,279
Signal	64	150,000	12,546	-	6,273	6,273	12,546
Signal	74	150,000	12,546	-	6,273	6,273	12,546
Impact Fee Study		11,692	11,692	-	5,846	5,846	11,692
Total		\$ 7,866,005	\$ 668,610	\$ -	\$ 334,305	\$ 334,305	\$ 668,610

(1) Per Kimley-Horn Impact Fee Study

(2) Line 11 of the Max Fee Table Report

(3) Per discussions with City staff. For existing debt funding that does not have a specific bond identified, a 4.5% rate is used to coincide with the water and wastewater calculations.

City of McKinney - 2019 Roadway Impact Fee Study

Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area M

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Revenues</u>
1	\$ 2,460	606,072	\$ 0.00	30	\$ 0
2	4,920	623,802	0.01	61	0
3	7,380	641,531	0.01	91	1
4	9,839	659,260	0.01	122	2
5	12,299	676,990	0.02	152	3
6	14,759	694,719	0.02	182	4
7	17,219	712,448	0.02	213	5
8	19,679	730,177	0.03	243	7
9	22,139	747,907	0.03	274	8
10	24,599	765,636	0.03	304	10
11	24,599	765,636	0.03	304	10
12	24,599	765,636	0.03	304	10
13	24,599	765,636	0.03	304	10
14	24,599	765,636	0.03	304	10
15	24,599	765,636	0.03	304	10
16	24,599	765,636	0.03	304	10
17	24,599	765,636	0.03	304	10
18	24,599	765,636	0.03	304	10
19	24,599	765,636	0.03	304	10
20	24,599	765,636	0.03	304	10
21	22,139	765,636	0.03	304	9
22	19,679	765,636	0.03	304	8
23	17,219	765,636	0.02	304	7
24	14,759	765,636	0.02	304	6
25	12,299	765,636	0.02	304	5
26	9,839	765,636	0.01	304	4
27	7,380	765,636	0.01	304	3
28	4,920	765,636	0.01	304	2
29	2,460	765,636	0.00	304	1
Total	\$ 491,975				\$ 181

2019 Vehicle Miles ⁽²⁾	588,343
Ten Year Growth in Vehicle Miles in Service Area ⁽³⁾	304
Annual Growth in Vehicle Miles	<u>10</u> years 30
Ten Year Growth in Vehicle Miles In Other Service Areas ⁽³⁾	176,989
Annual Growth in Vehicle Miles	<u>10</u> years 17,699
Credit Amount	\$ 181

(1) Appendix E - Service Area M, Page 2 Section II
(2) Per Kimley-Horn Impact Fee Study
(3) Line 8 of the Max Fee Table Report

ROADWAY SERVICE AREA MAP A (1997)

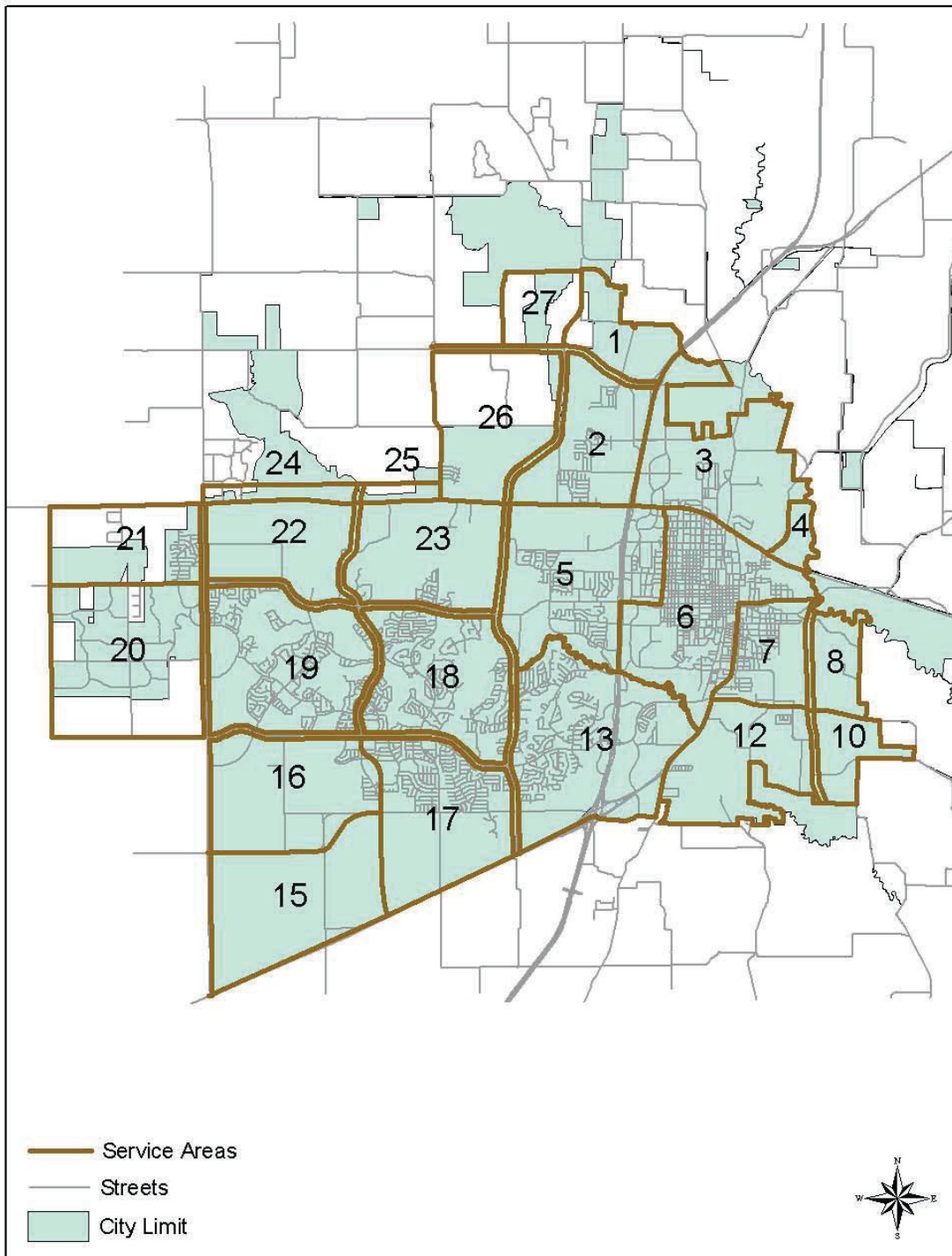


Exhibit 3

ROADWAY SERVICE AREA MAP B
(2003)

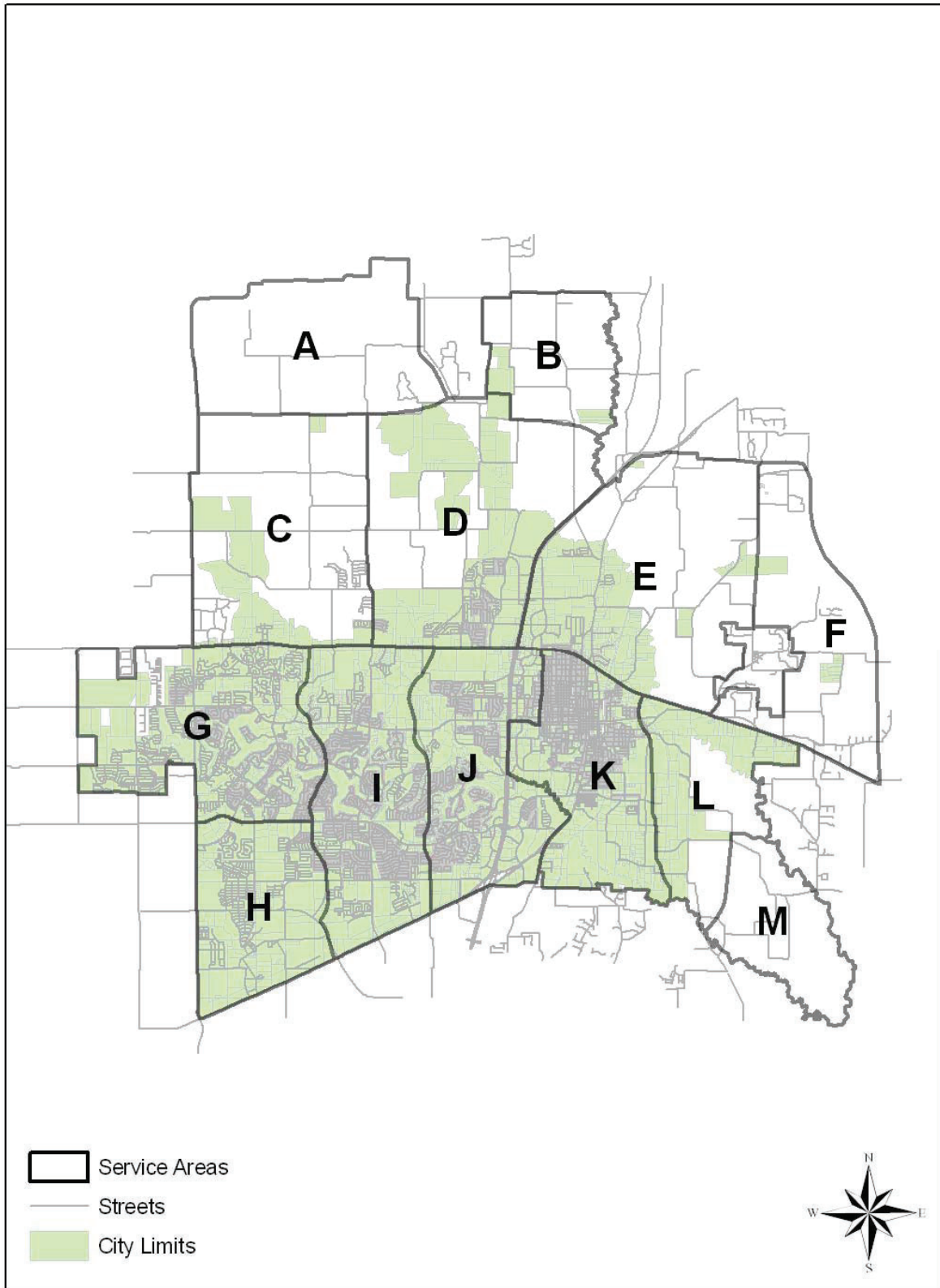


Exhibit 3

ROADWAY SERVICE AREA MAP C

(2008)

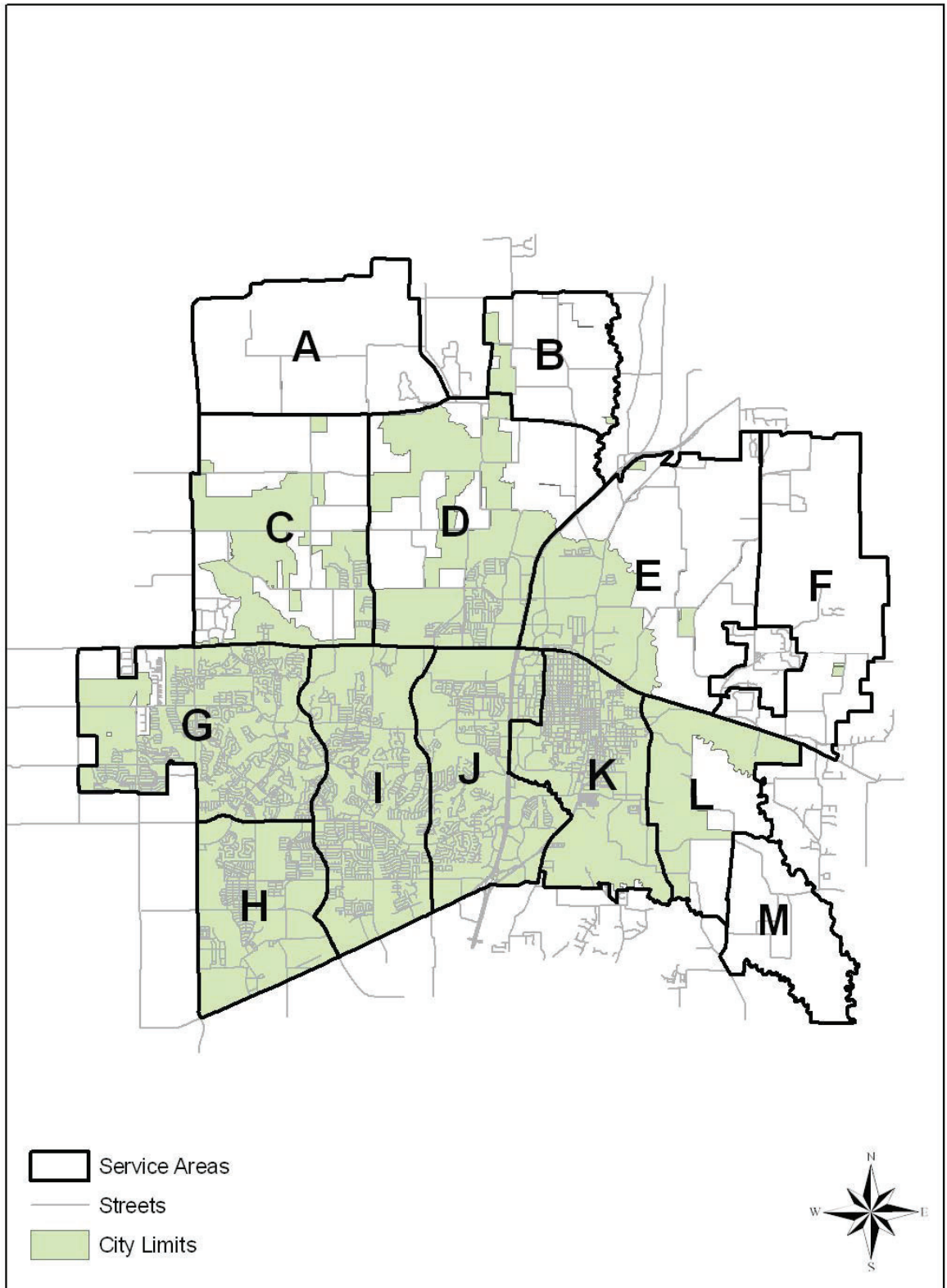


Exhibit 3

ROADWAY SERVICE AREA MAP D (2012)

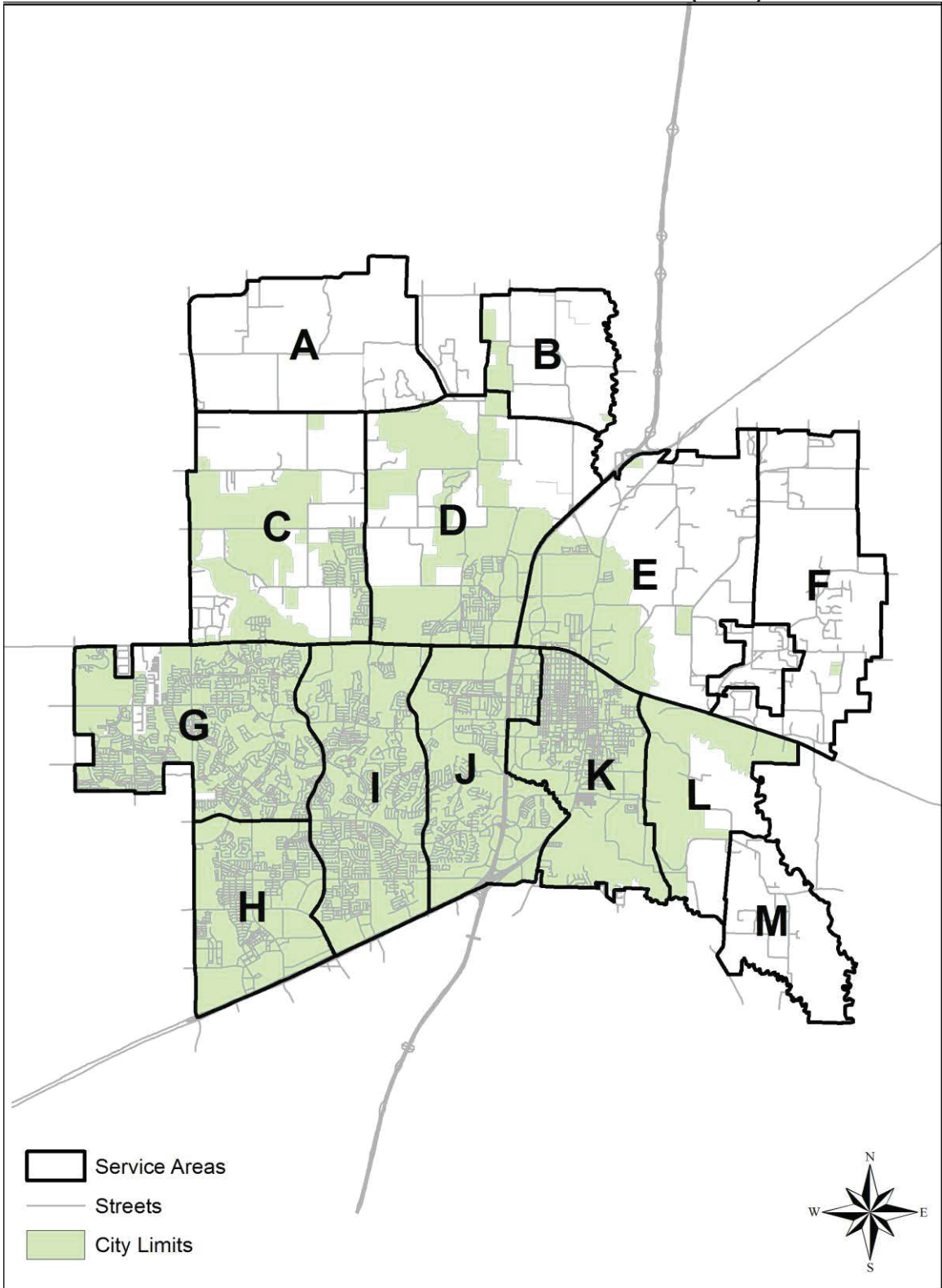


Exhibit 3

ROADWAY SERVICE AREA MAP E (2019)

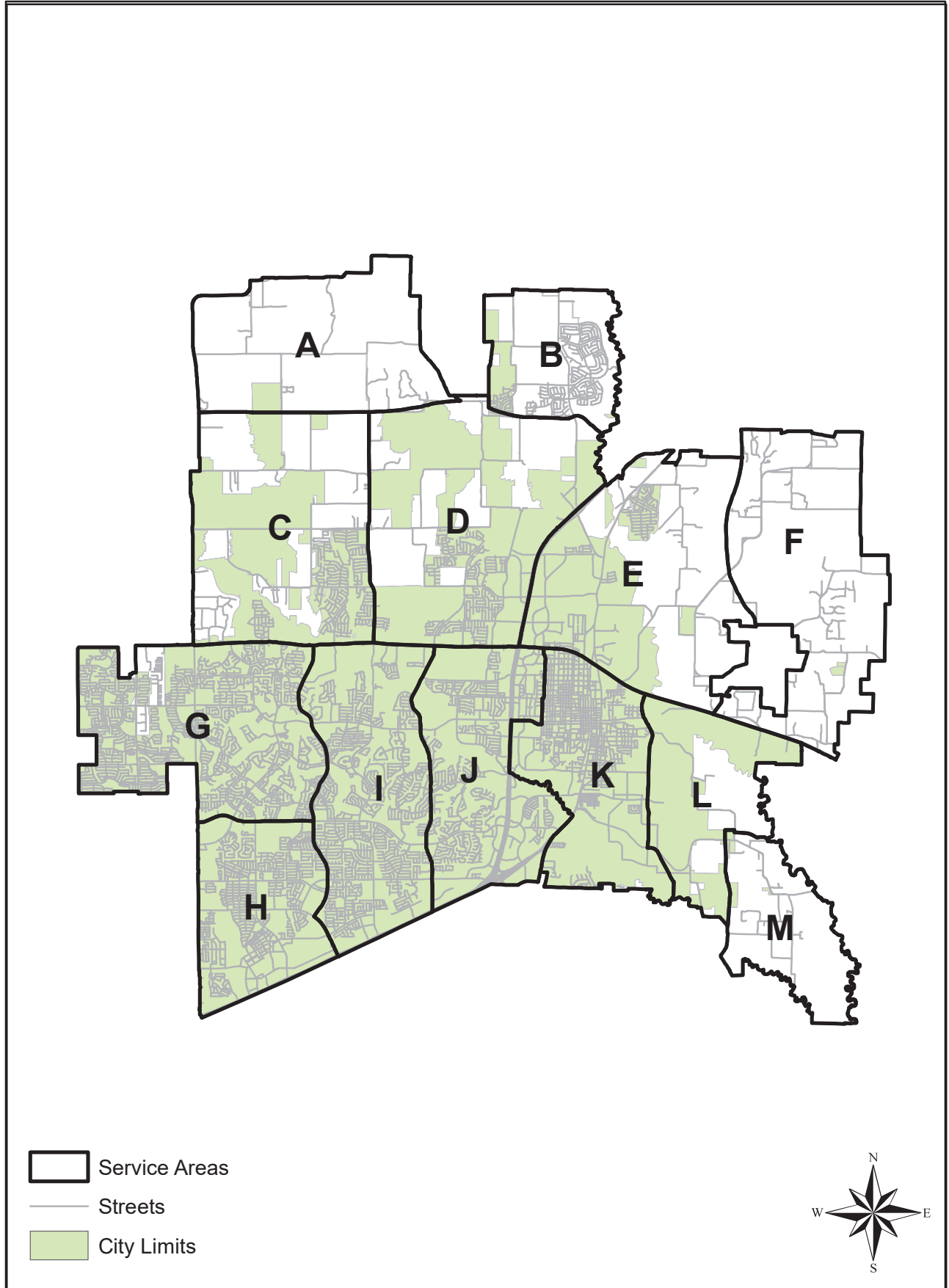


Exhibit 3

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'B'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/2/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	50	50	Acres	\$2,658	\$2,658	1,000 SF GFA	\$2,658	\$2,658
INDUSTRIAL									
General Light Industrial	1,000 SF GFA	\$1,215	\$547	1,000 SF GFA	\$672	\$547	1,000 SF GFA	\$897	\$547
General Heavy Industrial	1,000 SF GFA	\$841	\$0	1,000 SF GFA	\$465	\$464	N/A	N/A	\$464
Industrial Park	1,000 SF GFA	\$1,059	\$568	1,000 SF GFA	\$585	\$568	1,000 SF GFA	\$569	\$568
Warehouse	1,000 SF GFA	\$405	\$263	1,000 SF GFA	\$284	\$284	1,000 SF GFA	\$274	\$283
Min Warehouse	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$181	\$181	1,000 SF GFA	\$241	\$241
Others Not Specified	1,000 SF GFA	\$0	\$0	N/A	N/A	N/A	N/A	N/A	\$212
RESIDENTIAL									
Single Family Detached Housing	Dwelling Unit	\$1,262	\$811	Dwelling Unit	\$680	\$688	Dwelling Unit	\$1,411	\$811
Apartment/Multi-Family	Dwelling Unit	\$779	\$507	Dwelling Unit	\$430	\$430	Dwelling Unit	\$624	\$507
Multifamily Attached (High-Rise)	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$534	\$507
Residential Condominium/Townhouse	Dwelling Unit	\$684	\$426	Dwelling Unit	\$381	\$381	Dwelling Unit	\$799	\$507
Mid-Rise Residential with 3rd Floor Commercial	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$514	\$507
Mobile Home Park	Dwelling Unit	\$732	\$656	Dwelling Unit	N/A	N/A	Dwelling Unit	\$656	\$656
Residential Care Facility	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A
Other Not Specified	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A
Assisted Living	Bed	\$280	\$182	Bed	\$155	\$154	Bed	\$372	\$182
Senior Adult Housing	N/A	N/A	N/A	Dwelling Unit	\$172	\$172	Dwelling Unit	\$372	\$202
Congregate Care Facility	N/A	N/A	N/A	Dwelling Unit	\$121	\$120	Dwelling Unit	\$252	\$142
LODGING									
Hotel	Room	\$732	\$487	Room	\$413	\$413	Rooms	\$853	\$487
Motel/Other Lodging Facilities	Room	\$592	\$385	Room	\$277	\$277	Rooms	\$536	\$385
RECREATIONAL									
Acres	50	50	N/A	Acres	N/A	N/A	N/A	N/A	N/A
Bowling Alley	1,000 SF GFA	\$0	\$0	Acres	N/A	N/A	Acres	N/A	N/A
Driving Range	Acres	\$1,558	\$1,014	Acres	\$861	\$861	Driving Positions	\$1,783	\$1,014
Golf Course	Acres	\$374	\$243	Acres	\$207	\$206	Holes	\$4,135	\$243
Health/Recreational Clubs and Facilities	1,000 SF GFA	\$2,040	\$1,885	1,000 SF GFA	\$1,886	\$1,885	1,000 SF GFA	\$3,282	\$2,222
Ice Rink	1,000 SF GFA	\$2,945	\$1,892	1,000 SF GFA	\$1,627	\$1,627	1,000 SF GFA	\$1,893	\$1,892
Live Theater	Seat	\$0	\$0	Seat	N/A	N/A	Seat	N/A	N/A
Movie Theater	Seat	\$0	\$0	Seat	\$73	\$73	Seat	\$70	\$73
Multiplex Movie Theater	Seat	\$16,998	\$10,258	Screen	\$9,394	\$9,394	Screens	\$19,528	\$10,258
Tennis Courts	Court	\$4,175	\$2,719	Court	\$2,307	\$2,307	Courts	\$5,437	\$2,719
INSTITUTIONAL									
Church	1,000 SF GFA	\$826	\$446	1,000 SF GFA	\$378	\$378	1,000 SF GFA	\$700	\$446
Day Care Center	1,000 SF GFA	\$16,421	\$5,017	1,000 SF GFA	\$4,761	\$4,761	1,000 SF GFA	\$8,861	\$5,017
Primary/Middle School (K-8)	Student	\$387	\$130	Student	\$111	\$111	Student	\$241	\$130
High School (9-12)	Student	\$48	\$0	Student	\$86	\$86	Student	\$217	\$0
Junior/High School	Student	\$12	\$0	Student	\$86	\$86	Student	\$217	\$0
University/College	Student	\$265	\$141	Student	\$121	\$121	Student	\$219	\$141
MEDICAL									
Clinic	1,000 SF GFA	\$6,450	\$4,201	1,000 SF GFA	\$3,565	\$3,564	1,000 SF GFA	\$4,660	\$4,201
Hospital	Bed	\$1,620	\$1,156	Bed	\$981	\$981	Bed	\$2,691	\$1,156
Nursing Home	Bed	\$280	\$181	Bed	\$155	\$154	Bed	\$317	\$181
Animal Hospital/Veterinary Clinic	N/A	N/A	N/A	Bed	\$273	\$273	Bed	\$352	\$273
OFFICE									
Corporate Headquarters Building	1,000 SF GFA	\$1,741	\$853	1,000 SF GFA	\$971	\$853	1,000 SF GFA	\$853	\$853
General Office Building	1,000 SF GFA	\$1,854	\$1,207	1,000 SF GFA	\$1,024	\$1,024	1,000 SF GFA	\$1,641	\$1,207
Medical/Dental Office	1,000 SF GFA	\$4,643	\$2,802	1,000 SF GFA	\$2,462	\$2,462	1,000 SF GFA	\$4,923	\$2,802
Single Tenant Office Building	1,000 SF GFA	\$2,150	\$1,410	1,000 SF GFA	\$1,196	\$1,196	1,000 SF GFA	\$2,429	\$1,410
Office Park	1,000 SF GFA	\$1,870	\$1,197	1,000 SF GFA	\$1,016	\$1,015	1,000 SF GFA	\$1,521	\$1,197
Others Not Specified	1,000 SF GFA	\$0	\$0	N/A	N/A	N/A	N/A	N/A	N/A
COMMERCIAL									
Automotive Related									
Automobile Care Center	1,000 SF GFA	\$1,593	\$1,593	1,000 SF GFA	\$1,292	\$1,291	1,000 SF GFA	\$1,658	\$1,593
Automobile Parts Sales	1,000 SF GFA	\$4,253	\$2,720	1,000 SF GFA	\$2,151	\$2,150	1,000 SF GFA	\$3,982	\$2,720
Gasoline/Service Station w/ Convenience Market	1,000 SF GFA	\$5,520	\$3,065	Fueling Position	\$3,065	\$3,115	1,000 SF GFA	\$4,008	\$3,115
Convenience Market with 12 or More Fueling Positions	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
Convenience Market with Less than 12 Fueling Positions	1,000 SF GFA	\$2,633	\$1,704	1,000 SF GFA	\$1,446	\$1,446	1,000 SF GFA	\$2,757	\$1,704
New and Used Car Sales	1,000 SF GFA	\$2,453	\$1,879	Service Position	\$2,144	\$2,143	Service Position	\$4,135	\$2,453
Quick Lube/Car Wash	1,000 SF GFA	\$1,800	\$2,019	Staff	\$173	\$173	Staff	\$217	\$2,019
Automobile Wash	1,000 SF GFA	\$4,518	\$2,425	1,000 SF GFA	\$2,058	\$2,057	1,000 SF GFA	\$4,081	\$2,425
Tire Store	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$2,058	\$2,057	1,000 SF GFA	\$4,081	\$2,425
Dining									
Fast Food Restaurant	1,000 SF GFA	\$21,594	\$12,038	1,000 SF GFA	\$11,244	\$11,244	1,000 SF GFA	\$23,237	\$12,038
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
High Turnover (Sit-down) Restaurant	1,000 SF GFA	\$7,759	\$4,119	1,000 SF GFA	\$3,866	\$3,865	1,000 SF GFA	\$7,921	\$4,119
Sit-down Restaurant	1,000 SF GFA	\$5,219	\$2,884	1,000 SF GFA	\$2,884	\$2,884	1,000 SF GFA	\$6,214	\$2,884
Coffee/Donut Shop	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$18,300	\$4,119
Other Retail									
Fresh Standing Retail Store	1,000 SF GFA	\$4,821	\$3,821	1,000 SF GFA	\$3,400	\$3,400	1,000 SF GFA	\$4,803	\$3,821
Garden Center (Nursery)	1,000 SF GFA	\$3,319	\$3,318	1,000 SF GFA	\$3,349	\$3,349	1,000 SF GFA	\$6,914	\$3,318
Home Improvement Superstore	N/A	N/A	\$984	1,000 SF GFA	\$835	\$835	1,000 SF GFA	\$1,925	\$984
Pharmacy/Drugstore	1,000 SF GFA	\$5,484	\$4,099	1,000 SF GFA	\$3,478	\$3,478	1,000 SF GFA	\$7,472	\$4,099
Shopping Center	1,000 SF GFA	\$1,085	\$1,989	1,000 SF GFA	\$1,688	\$1,687	1,000 SF GFA	\$3,566	\$1,989
Supermarket	1,000 SF GFA	\$8,335	\$4,931	1,000 SF GFA	\$4,184	\$4,184	1,000 SF GFA	\$8,402	\$4,931
Video Arcade	1,000 SF GFA	\$0	\$0	N/A	N/A	N/A	N/A	N/A	N/A
Video Rental Store	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$2,821	\$2,821	1,000 SF GFA	\$4,978	\$2,821
Toy/Children's Superstore	1,000 SF GFA	\$4,241	\$2,821	1,000 SF GFA	\$2,402	\$2,402	1,000 SF GFA	\$4,978	\$2,821
Wholesale Market									
Wholesale Market	1,000 SF GFA	\$0	\$0	N/A	N/A	N/A	N/A	N/A	N/A
SERVICES									
Bank (Walk-in)	1,000 SF GFA	\$24,788	\$427	1,000 SF GFA	\$5,011	\$427	1,000 SF GFA	\$10,349	\$427
Bank (Drive-in)	1,000 SF GFA	\$30,210	\$427	Drive-in Lane	\$12,140	\$427	Drive-in Lane	\$25,107	\$427
Personal Service	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$1,455	\$427

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'C'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/2/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$14,932	\$14,932	Acres	\$39,465	\$14,932	1,000 SF GFA	\$21,004	\$14,932
	1,000 SF GFA	\$2,613	\$2,613	1,000 SF GFA	\$4,663	\$1,879	1,000 SF GFA	\$7,076	\$1,879
	General Light Industrial	\$1,879	\$1,879	1,000 SF GFA	\$4,155	\$1,879	1,000 SF GFA	N/A	N/A
	General Heavy Industrial	\$1,879	\$1,879	1,000 SF GFA	\$3,165	\$890	1,000 SF GFA	N/A	N/A
	Industrial Park	\$2,450	\$2,351	1,000 SF GFA	\$3,960	\$2,351	1,000 SF GFA	\$4,493	\$2,351
	Warehouse	\$1,624	\$1,742	1,000 SF GFA	\$1,485	\$1,742	1,000 SF GFA	\$1,809	\$1,742
	Mini Warehouse	\$771	\$716	1,000 SF GFA	\$716	\$716	1,000 SF GFA	\$1,809	\$716
	Others Not Specified	\$2,613	\$2,613		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$2,613	\$2,613		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$2,613	\$2,613		N/A	N/A		N/A	N/A
Single Family Detached Housing	Dwelling Unit	\$2,680	\$2,680	Dwelling Unit	\$4,484	\$4,484	Dwelling Unit	\$11,120	\$4,484
	Apartment/Multi-Family	N/A	N/A	Dwelling Unit	\$2,880	\$2,880	Dwelling Unit	\$4,942	\$3,398
	Multifamily Attached (High-Rise)	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$4,044	\$3,398
	Residential Condominium/Townhouse	\$1,435	\$1,435	Dwelling Unit	\$2,415	\$2,415	Dwelling Unit	\$6,290	\$2,848
	Mid-Rise Residential with 3rd Floor Commercial	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$4,044	\$3,398
	Mobile Home Park	\$1,495	\$2,807	Dwelling Unit	\$2,807	\$2,807	Dwelling Unit	\$5,157	\$4,484
	Mobile Home	\$2,680	\$2,680		N/A	N/A		N/A	N/A
	Other Not Specified	N/A	N/A		N/A	N/A		N/A	N/A
	Assisted Living	N/A	\$1,043	Bed	\$1,020	\$1,020	Bed	\$2,920	\$1,203
	Senior Adult Housing	N/A	N/A	Dwelling Unit	\$1,170	\$1,170	Dwelling Unit	\$2,920	\$1,380
Congregate Care Facility	N/A	N/A	Dwelling Unit	\$795	\$795	Dwelling Unit	\$2,022	\$937	
Hotel	Room	\$1,438	\$1,438	Room	\$2,790	\$1,438	Rooms	\$5,419	\$1,438
	Room	\$1,255	\$1,254	Room	\$2,190	\$1,371	Rooms	\$3,426	\$1,371
Motel/Other Lodging Facilities	Room	\$88,804	\$88,803	Room	\$2,480	\$1,371	Room	N/A	N/A
	Acres	\$5,935	\$5,935	Acres	N/A	N/A	Acres	N/A	N/A
	1,000 SF GFA	\$3,335	\$2,352	1,000 SF GFA	\$2,352	\$2,352	1,000 SF GFA	\$2,352	\$2,352
	Driving Range	\$1,040	\$969	Acres	\$1,427	\$969	Acres	\$2,124	\$969
	Golf Course	\$6,292	\$6,292	1,000 SF GFA	\$1,484	\$1,484	1,000 SF GFA	\$25,497	\$1,484
	Health/Recreational Clubs and Facilities	\$32	\$32	1,000 SF GFA	\$11,259	\$2,603	1,000 SF GFA	\$14,886	\$2,603
	Ice Bank	\$32	\$32		N/A	N/A		N/A	N/A
	Live Theater	\$32	\$32	1,000 SF GFA	\$1,390	\$835	1,000 SF GFA	\$3,170	\$835
	Movie Theater	\$320	\$320	Screen	\$69,420	\$12,385	Screen	\$142,215	\$12,385
	Multiple Movie Theater	\$10,340	\$1,443	Court	\$15,585	\$1,443	Courts	\$40,148	\$1,443
Church	1,000 SF GFA	\$1,195	\$1,195	1,000 SF GFA	\$1,050	\$1,050	1,000 SF GFA	\$5,504	\$1,050
	Day Care Center	\$2,825	\$4,481	1,000 SF GFA	\$4,860	\$4,860	1,000 SF GFA	\$30,607	\$4,860
	Primary/Middle School (K-8)	\$292	\$207	Student	\$207	\$207	Student	\$842	\$207
	High School (9-12)	\$275	\$207	Student	\$485	\$207	Student	\$792	\$207
	Junior High School	\$275	\$207	Student	\$485	\$207	Student	\$792	\$207
	University/College	\$298	\$323	Student	\$675	\$323	Student	\$1,685	\$323
	Clinic	\$1,804	\$4,821	1,000 SF GFA	\$2,636	\$4,821	1,000 SF GFA	\$38,841	\$4,821
	Hospital	\$3,249	\$2,269	Bed	\$6,182	\$2,269	Bed	\$6,670	\$2,269
	Nursing Home	\$456	\$455	Bed	\$1,043	\$527	Bed	\$1,070	\$527
	Animal Hospital/Veterinary Clinic	N/A	N/A	Bed	\$5,345	\$4,821	Bed	\$7,743	\$4,821
Community/Healthcare Building	1,000 SF GFA	\$3,704	\$3,670	1,000 SF GFA	\$6,655	\$3,670	1,000 SF GFA	\$6,155	\$3,670
	General Office Building	\$3,971	\$2,082	1,000 SF GFA	\$2,850	\$2,850	1,000 SF GFA	\$10,317	\$2,850
	Medical/Dental Office	\$9,755	\$5,618	1,000 SF GFA	\$17,687	\$5,618	1,000 SF GFA	\$58,863	\$5,618
	Single Tenant Office Building	\$4,581	\$3,297	1,000 SF GFA	\$8,222	\$3,297	1,000 SF GFA	\$19,207	\$3,297
	Office Park	\$3,997	\$2,863	1,000 SF GFA	\$7,133	\$2,863	1,000 SF GFA	\$6,885	\$2,863
	Others Not Specified	\$3,971	\$3,970		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$3,971	\$3,970		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$3,971	\$3,970		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$3,971	\$3,970		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$3,971	\$3,970		N/A	N/A		N/A	N/A
Automobile Care Center	1,000 SF GFA	\$5,406	\$4,866	1,000 SF GFA	\$8,866	\$4,866	1,000 SF GFA	\$11,709	\$4,866
	Automobile Parts Sale	\$3,095	\$4,018	1,000 SF GFA	\$4,018	\$4,018	1,000 SF GFA	\$11,522	\$4,018
	Gasoline/Service Station w/ Convenience Market	\$4,358	\$3,000	Fueling Position	\$5,415	\$3,000	Fueling Position	\$10,380	\$3,000
	Convenience Market with 12 or More Fueling Positions	\$2,091	\$2,991		N/A	N/A		N/A	N/A
	Convenience Market with Less than 12 Fueling Positions	\$3,034	\$3,034		N/A	N/A		N/A	N/A
	New and Used Car Sales	\$5,965	\$4,498	1,000 SF GFA	\$10,032	\$3,498	1,000 SF GFA	\$9,795	\$3,498
	Quick Lubrication Vehicle Center	\$8,294	\$2,117	Service Position	\$14,788	\$2,117	Service Position	\$14,400	\$2,117
	Self-Service Car Wash	\$1,788	\$489	Staff	\$1,053	\$489	Staff	\$2,885	\$489
	Automobile Wash	\$1,118	\$1,118	1,000 SF GFA	\$1,118	\$1,118	1,000 SF GFA	\$1,118	\$1,118
	Tire Store	\$7,907	\$6,030	1,000 SF GFA	\$13,905	\$6,030	1,000 SF GFA	\$17,921	\$6,030
Fast Food Restaurant	1,000 SF GFA	\$34,457	\$34,457	1,000 SF GFA	\$63,630	\$34,457	1,000 SF GFA	\$129,339	\$34,457
	Fast Food Restaurant without Drive-Thru	\$26,911	\$26,910	1,000 SF GFA	\$3,578	\$3,578	1,000 SF GFA	\$44,114	\$3,578
	High Turnover (Sit-down) Restaurant	\$12,746	\$8,638	1,000 SF GFA	\$20,190	\$8,638	1,000 SF GFA	\$44,114	\$8,638
	Sit-down Restaurant	\$8,638	\$4,729	1,000 SF GFA	\$15,401	\$4,729	1,000 SF GFA	\$34,995	\$4,729
	Coffee/Donut Shop	N/A	N/A		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$4,834	\$4,834	1,000 SF GFA	\$12,656	\$4,834	1,000 SF GFA	\$26,217	\$4,834
	Home Improvement Superstore	N/A	N/A	1,000 SF GFA	\$4,558	\$4,558	1,000 SF GFA	\$10,614	\$4,558
	Pharmacy/Drugstore	\$14,130	\$3,719	1,000 SF GFA	\$20,924	\$3,719	1,000 SF GFA	\$41,278	\$3,719
	Shopping Center	\$6,575	\$5,021	1,000 SF GFA	\$11,796	\$5,021	1,000 SF GFA	\$19,740	\$5,021
	Supermarket	\$19,051	\$6,861	1,000 SF GFA	\$31,815	\$6,861	1,000 SF GFA	\$46,472	\$6,861
Video Arcade	\$14,173	\$14,173		N/A	N/A		N/A	N/A	
Video Rental Store	\$18,118	\$18,118		N/A	N/A		N/A	N/A	
Toy/Children's Superstore	N/A	N/A	1,000 SF GFA	\$16,558	\$4,636	1,000 SF GFA	\$27,359	\$4,636	
Wholesale Market	1,000 SF GFA	\$559	\$559		N/A	N/A		N/A	N/A
	Bank (Walk-in)	\$2,874	\$7,782	1,000 SF GFA	\$18,571	\$7,782	1,000 SF GFA	\$45,574	\$7,782
	Bank (Drive-in)	\$42,287	\$12,450	Drive-in Lane	\$60,032	\$12,450	Drive-in Lane	\$44,925	\$12,450
	Personal Service	N/A	N/A		N/A	N/A		N/A	N/A
	1,000 SF GFA	\$5,450	\$5,450	1,000 SF GFA	\$11,250	\$5,450	1,000 SF GFA	\$10,233	\$5,450
	1,000 SF GFA	\$5,450	\$5,450	1,000 SF GFA	\$11,250	\$5,450	1,000 SF GFA	\$10,233	\$5,450
	1,000 SF GFA	\$5,450	\$5,450	1,000 SF GFA	\$11,250	\$5,450	1,000 SF GFA	\$10,233	\$5,450
	1,000 SF GFA	\$5,450	\$5,450	1,000 SF GFA	\$11,250	\$5,450	1,000 SF GFA	\$10,233	\$5,450
	1,000 SF GFA	\$5,450	\$5,450	1,000 SF GFA	\$11,250	\$5,450	1,000 SF GFA	\$10,233	\$5,450
	1,000 SF GFA	\$5,450	\$5,450	1,000 SF GFA	\$11,250	\$5,450	1,000 SF GFA	\$10,233	\$5,450

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'D'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/9/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*	
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit
Truck Terminal	Acres	\$215,813	\$11,326	Acres	\$56,527	\$11,326	1,000 SF GFA	\$32,214
	1,000 SF GFA	\$1,736	\$1,736	1,000 SF GFA	\$8,315	\$1,736	1,000 SF GFA	\$1,736
	General Light Industrial	\$2,682	\$2,682	1,000 SF GFA	\$4,736	\$5,009	1,000 SF GFA	N/A
	General Heavy Industrial	\$1,626	\$1,626	1,000 SF GFA	\$5,987	\$7,289	1,000 SF GFA	\$6,876
	Industrial Park	\$2,595	\$2,595	1,000 SF GFA	\$4,431	\$1,683	1,000 SF GFA	\$2,266
	Warehouse	\$1,235	\$974	1,000 SF GFA	\$1,958	\$974	1,000 SF GFA	\$2,922
	Mini Warehouse	\$3,862	\$3,862	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$974
	Others Not Specified	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A
	Single Family Detached Housing	\$4,609	\$4,609	Dwelling Unit	\$8,140	\$4,484	Dwelling Unit	\$16,674
	Apartment/Multi-Family	\$2,831	\$2,831	Dwelling Unit	\$5,000	\$5,221	Dwelling Unit	\$7,426
Residential (Medium-Density)	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$5,121
	Multi-Family Rowing (High-Rise)	\$2,462	\$2,461	Dwelling Unit	\$4,195	\$4,088	Dwelling Unit	\$9,420
	Residential Condominium/Townhouse	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$6,051
	Mid-Rise Residential with 3rd Floor Commercial	\$2,556	\$2,556	Dwelling Unit	\$4,750	N/A	Dwelling Unit	\$7,736
	Mobile Home Park	\$4,628	\$4,628	Dwelling Unit	N/A	N/A	Dwelling Unit	\$4,484
	Residential Single-Family	\$4,673	N/A	Bed	\$1,778	\$1,777	Bed	N/A
	Others Not Specified	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$4,366
	Assisted Living	N/A	N/A	Dwelling Unit	\$2,481	\$2,319	Dwelling Unit	\$2,319
	Senior Adult Housing	N/A	N/A	Dwelling Unit	\$1,694	\$1,693	Dwelling Unit	\$3,025
	Congregate Care Facility	N/A	N/A	Room	\$1,306	\$1,306	Rooms	\$1,306
Hotel	Room	\$1,542	\$1,306	Room	\$2,639	\$1,089	Rooms	\$6,635
	Motel/Other Lodging Facilities	\$1,188	\$1,089	Room	\$2,087	\$2,384	Rooms	\$4,194
	Room	\$84,281	\$84,281	Room	N/A	N/A	Rooms	\$1,089
	Acres	\$8,950	N/A	Acres	N/A	N/A	Acres	N/A
	Bowling Alley	\$5,384	\$2,106	Acres	N/A	N/A	Acres	N/A
	Driving Range	\$983	\$851	Acres	\$1,333	\$851	Acres	\$2,106
	Golf Course	\$4,428	\$1,772	1,000 SF GFA	\$2,290	\$2,290	1,000 SF GFA	\$1,981
	Health/Recreational Clubs and Facilities	\$5,970	\$5,970	1,000 SF GFA	\$1,474	\$759	1,000 SF GFA	\$2,275
	Ice Rink	\$47	\$47	1,000 SF GFA	\$1,474	\$759	1,000 SF GFA	\$2,275
	Live Theater	\$384	\$384	Screen	\$11,165	\$11,165	Screens	\$282,222
Multiplex Movie Theater	Seat	\$384	\$384	Screen	\$11,165	\$11,165	Screens	\$282,222
	Multiplex Movie Theater	\$9,808	\$1,236	Court	\$14,960	\$14,236	Courts	\$51,604
	Tennis Courts	\$1,093	\$932	1,000 SF GFA	\$1,985	\$932	1,000 SF GFA	\$7,014
	Church	\$2,802	\$5,403	1,000 SF GFA	\$24,827	\$5,403	1,000 SF GFA	\$37,474
	Day Care Center	\$267	\$386	Student	\$444	\$386	Student	\$1,031
	Primary/Middle School (K-8)	\$252	\$252	Student	\$184	\$184	Student	\$960
	High School (9-12)	\$292	\$292	Student	\$462	\$462	Student	\$860
	Junior/Senior Center	\$346	\$346	Student	\$286	\$286	Student	\$244
	University/College	\$1,376	\$1,376	Student	\$811	\$286	Student	\$2,682
	Medical	\$1,376	\$1,376	Student	\$811	\$286	Student	\$2,682
Clinic	1,000 SF GFA	\$1,376	\$4,815	1,000 SF GFA	\$27,155	\$4,815	1,000 SF GFA	\$55,592
	Hospital	\$3,626	\$2,308	Bed	\$6,820	\$2,308	Bed	\$32,042
	Nursing Home	\$933	\$503	Bed	\$1,153	\$554	Bed	\$3,713
	Animal Hospital/Veterinary Clinic	N/A	N/A	Bed	\$1,420	\$554	Bed	\$554
	1,000 SF GFA	\$1,376	\$4,815	1,000 SF GFA	\$27,155	\$4,815	1,000 SF GFA	\$55,592
	Bed	\$6,820	\$2,308	Bed	\$6,820	\$2,308	Bed	\$32,042
	Nursing Home	\$933	\$503	Bed	\$1,153	\$554	Bed	\$3,713
	Animal Hospital/Veterinary Clinic	N/A	N/A	Bed	\$1,420	\$554	Bed	\$554
	1,000 SF GFA	\$1,376	\$4,815	1,000 SF GFA	\$27,155	\$4,815	1,000 SF GFA	\$55,592
	Bed	\$6,820	\$2,308	Bed	\$6,820	\$2,308	Bed	\$32,042
Commercial	1,000 SF GFA	\$1,376	\$4,815	1,000 SF GFA	\$27,155	\$4,815	1,000 SF GFA	\$55,592
	Automobile Care Center	\$5,318	\$4,815	1,000 SF GFA	\$19,399	\$4,815	1,000 SF GFA	\$55,592
	Automobile Parts Store	\$4,620	\$4,620	1,000 SF GFA	\$19,399	\$4,815	1,000 SF GFA	\$55,592
	Gasoline/Service Station w/ Convenience Market	\$3,988	\$2,737	Fueling Position	\$4,903	\$2,737	Fueling Position	\$14,721
	Convenience Market with 12 or More Fueling Positions	\$2,737	\$2,737	Fueling Position	\$6,091	\$2,737	Wide Fueling Position	N/A
	Convenience Market with Less than 12 Fueling Positions	\$2,776	\$3,271	N/A	N/A	N/A	N/A	N/A
	New and Used Car Sales	\$5,663	\$3,181	1,000 SF GFA	\$5,417	\$3,181	1,000 SF GFA	\$18,668
	Quick Lube/Car Wash	\$7,873	\$1,980	Service Position	\$13,890	\$1,980	Service Position	\$2,333
	Self-Service Car Wash	\$1,836	\$485	Staff	\$2,784	\$485	Staff	\$6,812
	Automobile Wash	\$1,836	\$485	Staff	\$2,784	\$485	Staff	\$6,812
Retail	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	Tire Store	\$5,483	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	Fast Food Restaurant	\$31,531	\$8,538	1,000 SF GFA	\$67,656	\$8,538	1,000 SF GFA	\$8,538
	Fast Food Restaurant without Drive-Thru	\$24,625	\$4,625	N/A	N/A	N/A	N/A	N/A
	High Turnover (Sit-down) Restaurant	\$11,664	\$3,177	1,000 SF GFA	\$20,696	\$3,177	1,000 SF GFA	\$54,011
	Sit-down Restaurant	\$7,904	\$4,210	1,000 SF GFA	\$13,946	\$4,210	1,000 SF GFA	\$42,386
	Coffee/Donut Shop	N/A	N/A	1,000 SF GFA	\$17,213	\$4,210	1,000 SF GFA	\$42,386
	Others Not Specified	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$126,140
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
Retail	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
	1,000 SF GFA	\$7,459	\$5,483	1,000 SF GFA	\$16,477	\$5,483	1,000 SF GFA	\$22,003
Wholesale Market	1,000 SF GFA	\$335	\$335	1,000 SF GFA	\$335	\$335	1,000 SF GFA	\$335
	Wholesale Market	\$335	\$335	1,000 SF GFA	\$335	\$335	1,000 SF GFA	\$335
	1,000 SF GFA	\$26,513	\$6,965	1,000 SF GFA	\$46,823	\$6,965	1,000 SF GFA	\$22,182
	Bank (Walk-in)	\$38,696	\$9,285	Drive-in Lane	\$57,074	\$9,285	Drive-in Lane	\$51,244
	Bank (Walk-in)	\$38,696	\$9,285	Drive-in Lane	\$57,074	\$9,285	Drive-in Lane	\$51,244
	Personal Service	N/A	N/A	1,000 SF GFA	\$11,242	\$11,242	1,000 SF GFA	\$3,110

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'E'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/9/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$22,951	\$11,756	Acres	\$65,458	\$11,756	1,000 SF GFA	\$19,774	\$11,756
	1,000 SF GFA	\$3,431	\$1,890	1,000 SF GFA	\$9,702	\$1,890	1,000 SF GFA	\$6,650	\$1,890
	General Light Industrial	\$2,358	\$2,375	1,000 SF GFA	\$6,787	\$2,375	1,000 SF GFA	\$4,278	\$2,375
	General Heavy Industrial	\$3,227	\$4,735	1,000 SF GFA	\$6,909	\$4,735	1,000 SF GFA	\$2,004	\$4,735
	Industrial Park	\$1,015	\$1,015	1,000 SF GFA	\$2,091	\$1,015	1,000 SF GFA	\$1,806	\$1,015
	Warehouse	\$4,451	\$4,451	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Mini Warehouse	\$3,541	\$3,541	1,000 SF GFA	\$4,484	\$4,484	1,000 SF GFA	\$4,646	\$4,484
	Others Not Specified	N/A	N/A	1,000 SF GFA	\$4,646	\$4,646	1,000 SF GFA	\$3,809	\$4,646
	Single Family Detached Housing	\$2,175	\$2,175	Dwelling Unit	\$4,986	\$2,175	Dwelling Unit	\$5,923	\$2,175
	Apartment/Multi-Family	N/A	N/A	Dwelling Unit	\$4,183	\$4,073	Dwelling Unit	\$5,923	\$4,073
Residential (Condominium/Townhouse)	Dwelling Unit	\$1,890	\$1,890	Dwelling Unit	\$5,205	\$4,073	Dwelling Unit	\$3,809	\$4,073
	Mid-Rise Residential with 3rd Floor Commercial	\$1,983	\$1,983	Dwelling Unit	\$4,484	\$4,484	Dwelling Unit	\$4,866	\$4,484
	Mobile Home Park	\$3,541	\$3,541	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A
	Residential Community	N/A	N/A	Bed	\$2,207	\$2,206	Bed	\$2,753	\$2,206
	Others Not Specified	N/A	N/A	Dwelling Unit	\$2,498	\$2,311	Dwelling Unit	\$2,753	\$2,311
	Assisted Living	N/A	N/A	Dwelling Unit	\$1,707	\$1,707	Dwelling Unit	\$1,894	\$1,894
	Senior Adult Housing	N/A	N/A	Room	\$4,018	\$4,070	Rooms	\$4,250	\$4,070
	Congregate Care Facility	\$1,431	\$1,070	Room	\$3,144	\$3,144	Rooms	\$2,886	\$3,144
	Hotel	\$1,102	\$1,102	Room	\$3,244	\$3,244	Rooms	\$2,886	\$3,244
	Motel/Other Lodging Facilities	\$78,227	\$78,227	Room	N/A	N/A	Rooms	N/A	N/A
Industrial	Acres	\$78,227	\$78,227	Acres	N/A	N/A	Acres	N/A	N/A
	1,000 SF GFA	\$8,307	\$8,307	1,000 SF GFA	\$2,383	\$2,383	1,000 SF GFA	\$2,383	\$2,383
	Driving Range	\$2,935	\$2,935	1,000 SF GFA	\$6,775	\$6,775	1,000 SF GFA	\$6,390	\$6,775
	Health/Recreational Clubs and Facilities	\$913	\$1,606	Acres	\$3,933	\$3,933	Acres	\$2,020	\$3,933
	Ice Bank	\$4,110	\$4,110	1,000 SF GFA	\$6,817	\$6,817	1,000 SF GFA	\$1,650	\$6,817
	Live Theater	\$5,541	\$5,541	1,000 SF GFA	\$2,839	\$2,839	1,000 SF GFA	\$11,516	\$2,839
	Movie Theater	\$44	\$44	1,000 SF GFA	\$869	\$869	1,000 SF GFA	\$3,767	\$869
	Multiplex Movie Theater	\$328	\$328	1,000 SF GFA	\$12,567	\$12,567	1,000 SF GFA	\$16,312	\$12,567
	Tennis Courts	\$9,103	\$14,634	1,000 SF GFA	\$1,634	\$1,634	1,000 SF GFA	\$33,032	\$1,634
	Church	\$1,015	\$1,015	1,000 SF GFA	\$2,325	\$2,325	1,000 SF GFA	\$4,492	\$2,325
Institutional	1,000 SF GFA	\$3,378	\$3,378	1,000 SF GFA	\$6,378	\$6,378	1,000 SF GFA	\$24,002	\$6,378
	Day Care Center	\$248	\$248	Student	\$224	\$224	Student	\$651	\$224
	High School (K-12)	\$248	\$248	Student	\$218	\$218	Student	\$551	\$218
	Junior High School	\$248	\$248	Student	\$248	\$248	Student	\$551	\$248
	University/College	\$321	\$321	Student	\$336	\$336	Student	\$1,585	\$336
	Clinic	\$1,472	\$5,475	1,000 SF GFA	\$32,707	\$5,475	1,000 SF GFA	\$40,766	\$5,475
	Hospital	\$3,365	\$6,214	1,000 SF GFA	\$11,180	\$6,214	1,000 SF GFA	\$19,972	\$6,214
	Nursing Home	\$467	\$467	Bed	\$1,389	\$645	Bed	\$2,334	\$645
	Animal Hospital/Veterinary Clinic	N/A	N/A	Bed	\$5,903	\$5,903	Bed	\$96,116	\$5,903
	Commercial	1,000 SF GFA	\$4,869	\$4,869	1,000 SF GFA	\$13,534	\$4,869	1,000 SF GFA	\$5,483
Automobile Parts Center		\$4,001	\$4,001	1,000 SF GFA	\$2,850	\$5,052	1,000 SF GFA	\$3,740	\$5,052
Automobile Parts Sale		\$3,701	\$3,701	1,000 SF GFA	\$7,432	\$3,701	1,000 SF GFA	\$8,147	\$3,701
Gasoline/Service Station w/ Convenience Market		\$2,540	\$2,540	Fueling Position	\$926	\$926	Whole Fueling Position	N/A	\$926
Convenience Market with 12 or More Fueling Positions		\$2,577	\$2,577	N/A	N/A	N/A	N/A	N/A	
Convenience Market with Less than 12 Fueling Positions		\$3,656	\$3,656	1,000 SF GFA	\$3,656	\$3,656	1,000 SF GFA	\$11,987	\$3,656
New and Used Car Sales		\$7,207	\$7,207	Service Position	\$20,841	\$7,207	Service Position	\$14,291	\$7,207
Quick Lube/Car Wash		\$1,338	\$3,071	Staff	\$507	\$507	Staff	\$4,822	\$507
Automobile Wash		\$6,964	\$6,964	1,000 SF GFA	\$5,182	\$5,182	1,000 SF GFA	\$14,093	\$5,182
Tire Store		\$29,266	\$10,324	1,000 SF GFA	\$81,594	\$10,324	1,000 SF GFA	\$10,468	\$10,324
Retail	1,000 SF GFA	\$2,856	\$2,856	1,000 SF GFA	\$3,692	\$3,692	1,000 SF GFA	\$34,593	\$3,692
	Fast Food Restaurant	\$10,826	\$6,880	1,000 SF GFA	\$29,274	\$6,880	1,000 SF GFA	\$27,139	\$6,880
	Fast Food Restaurant without Drive-Thru	\$7,337	\$2,680	1,000 SF GFA	\$29,295	\$2,680	1,000 SF GFA	\$27,139	\$2,680
	High Turnover (Sit-down) Restaurant	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$80,791	\$3,692
	Sit-down Restaurant	\$5,964	\$5,964	1,000 SF GFA	\$3,142	\$3,142	1,000 SF GFA	\$29,969	\$3,142
	Coffee/Donut Shop	N/A	N/A	1,000 SF GFA	\$3,987	\$3,987	1,000 SF GFA	\$3,987	\$3,987
	Fries Stand/Quick Bites	N/A	N/A	1,000 SF GFA	\$5,156	\$5,156	1,000 SF GFA	\$8,324	\$5,156
	Garden Center (Nursery)	\$12,447	\$3,053	1,000 SF GFA	\$3,053	\$3,053	1,000 SF GFA	\$3,869	\$3,053
	Home Improvement Superstore	\$4,874	\$4,874	1,000 SF GFA	\$13,334	\$4,874	1,000 SF GFA	\$15,480	\$4,874
	Pharmacy/Drugstore	\$12,286	\$6,637	1,000 SF GFA	\$35,986	\$6,637	1,000 SF GFA	\$16,443	\$6,637
Shopping Center	\$12,483	\$12,483	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Supermarket	\$15,957	\$15,957	1,000 SF GFA	\$3,558	\$3,558	1,000 SF GFA	\$24,402	\$3,558	
Video Arcade	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Video Rental Store	\$496	\$496	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Toy/Children's Superstore	\$24,608	\$8,251	1,000 SF GFA	\$26,397	\$8,251	1,000 SF GFA	\$35,738	\$8,251	
Wholesale Market	1,000 SF GFA	\$35,916	\$35,916	1,000 SF GFA	\$62,356	\$62,356	1,000 SF GFA	\$86,671	\$62,356
	Bank (Walk-in)	N/A	N/A	Drive-in Lane	N/A	N/A	1,000 SF GFA	\$7,201	\$7,201
	Bank (Drive-in)	N/A	N/A	Drive-in Lane	N/A	N/A	1,000 SF GFA	\$7,201	\$7,201
Personal Service	N/A	N/A	Drive-in Lane	N/A	N/A	1,000 SF GFA	\$7,201	\$7,201	

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'F'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/2/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$0	\$0	Acres	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
Single Family Detached Housing	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
	N/A	N/A	N/A	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0
Hotel	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$0	\$0
Bowling Alley	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
	Acres	\$0	\$0	Acres	\$0	\$0	Acres	\$0	\$0
Church	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
Clinic	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
Automobile Care Center	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
Fast Food Restaurant	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
Retail Store	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
Wholesale Market	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0
	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'G'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/9/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$10,880	\$10,205	Acres	\$20,841	\$10,205	1,000 SF GFA	\$10,822	\$10,205
	1,000 SF GFA	\$1,628	\$1,355	1,000 SF GFA	\$1,408	\$1,355	1,000 SF GFA	\$1,650	\$1,355
	General Light Industrial	\$1,130	\$2,367	1,000 SF GFA	\$2,367	\$1,937	1,000 SF GFA	N/A	N/A
	General Heavy Industrial	\$1,528	\$1,528	1,000 SF GFA	\$1,528	\$1,699	1,000 SF GFA	\$2,310	\$1,699
	Industrial Park	\$1,094	\$2,214	1,000 SF GFA	\$1,097	\$1,097	1,000 SF GFA	\$1,097	\$1,097
	Warehouse	\$201	\$549	1,000 SF GFA	\$549	\$895	1,000 SF GFA	\$895	\$549
	Mini Warehouse	\$1,628	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Others Not Specified	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Single Family Detached Housing	\$2,009	\$2,008	Dwelling Unit	\$4,206	\$3,810	Dwelling Unit	\$5,602	\$4,484
	Apartment/Multi-Family	\$1,233	\$1,233	Dwelling Unit	\$2,494	\$2,362	Dwelling Unit	\$2,495	\$2,494
Industrial	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$2,033	\$2,032
	Multifamily Housing (High-Rise)	\$1,074	\$1,074	Dwelling Unit	\$2,165	\$2,165	Dwelling Unit	\$3,165	\$2,334
	Residential Condominium/Townhouse	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$2,033	\$2,032
	Mid-Rise Residential with 3rd Floor Commercial	\$1,113	\$2,457	Dwelling Unit	\$2,456	\$2,456	Dwelling Unit	\$2,359	\$2,358
	Mobile Home Park	\$1,113	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A
	Residential Community	\$2,009	N/A	Bed	\$916	\$838	Bed	\$1,467	\$987
	Other Not Specified	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$1,467	\$1,122
	Assisted Living	N/A	N/A	Dwelling Unit	\$648	\$647	Dwelling Unit	\$1,016	\$763
	Senior Adult Housing	N/A	N/A	Room	\$742	\$742	Rooms	\$2,229	\$742
	Congregate Care Facility	\$650	\$549	Room	\$1,319	\$517	Rooms	\$1,409	\$617
Hotel	Room	\$201	\$500	Room	\$1,008	\$959	Rooms	\$1,409	\$617
	Motel/Other Lodging Facilities	\$35,524	\$35,524	Room	N/A	N/A	Rooms	N/A	N/A
	Acres	\$3,772	\$3,772	Acres	N/A	N/A	Acres	N/A	N/A
	1,000 SF GFA	\$1,332	\$1,332	1,000 SF GFA	\$1,636	\$1,636	1,000 SF GFA	\$5,671	\$1,636
	Driving Range	\$414	\$666	Acres	\$497	\$666	Acres	\$13,213	\$497
	Golf Course	\$1,866	\$1,342	1,000 SF GFA	\$1,342	\$5,601	1,000 SF GFA	\$10,487	\$1,342
	Health/Recreational Clubs and Facilities	\$2,516	\$5,267	1,000 SF GFA	\$1,912	\$4,895	1,000 SF GFA	\$6,041	\$1,912
	Ice Rink	\$20	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Live Theater	\$149	\$430	1,000 SF GFA	\$430	\$430	1,000 SF GFA	\$1,100	\$430
	Multiplex Movie Theater	\$149	\$6,409	Screen	\$27,889	\$6,409	Screens	\$95,149	\$6,409
Institutional	Multiplex Movie Theater	\$149	\$6,409	Screen	\$27,889	\$6,409	Screens	\$95,149	\$6,409
	Tennis Courts	\$4,134	\$1,315	Court	\$7,474	\$1,315	Courts	\$17,337	\$1,315
	Court	\$461	\$963	1,000 SF GFA	\$737	\$523	1,000 SF GFA	\$2,356	\$523
	Church	\$9,189	\$9,860	1,000 SF GFA	\$9,860	\$9,860	1,000 SF GFA	\$13,980	\$9,860
	Day Care Center	\$113	\$222	Student	\$102	\$102	Student	\$347	\$102
	Primary/Middle School (1-8)	\$113	\$201	Student	\$102	\$102	Student	\$289	\$102
	High School (9-12)	\$113	\$143	Student	\$143	\$143	Student	\$289	\$143
	Junior/Senior Center	\$146	\$146	Student	\$146	\$146	Student	\$901	\$146
	University/College	\$6,481	\$4,815	1,000 SF GFA	\$12,433	\$4,815	1,000 SF GFA	\$18,676	\$4,815
	Clinic	\$1,328	\$1,316	Bed	\$3,408	\$1,316	Bed	\$10,765	\$1,316
Medical	Hospital	\$212	\$310	Bed	\$576	\$310	Bed	\$1,247	\$310
	Nursing Home	N/A	N/A	Bed	N/A	N/A	Bed	\$54,088	\$4,815
	Animal Hospital/Veterinary Clinic	\$1,693	\$1,693	1,000 SF GFA	\$2,462	\$6,972	1,000 SF GFA	\$7,207	\$1,693
	Automobile Parts Store	\$1,681	\$3,881	Fueling Position	\$2,461	\$3,881	1,000 SF GFA	\$4,274	\$3,881
	Gasoline/Service Station w/ Convenience Market	\$1,154	\$1,153	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Convenience Market with 12 or More Fueling Positions	\$1,170	\$1,170	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Convenience Market with Less than 12 Fueling Positions	\$2,387	\$1,799	1,000 SF GFA	\$4,705	\$1,799	1,000 SF GFA	\$6,272	\$1,799
	New and Used Car Sales	\$3,318	\$1,060	Service Position	\$6,940	\$1,060	Service Position	\$7,496	\$1,060
	Quick Lubrication Vehicle Center	\$800	\$384	Staff	\$1,281	\$614	Staff	\$2,298	\$614
	Self-Service Car Wash	\$1,115	\$3,104	1,000 SF GFA	\$6,115	\$3,104	1,000 SF GFA	\$7,392	\$3,104
Commercial	Automobile Wash	\$315	\$1,988	1,000 SF GFA	\$1,893	\$1,988	1,000 SF GFA	\$4,816	\$1,988
	Tire Store	\$1,170	\$1,008	1,000 SF GFA	\$1,008	\$1,008	1,000 SF GFA	\$1,207	\$1,008
	Automobile Parts Store	\$1,681	\$3,881	Fueling Position	\$2,461	\$3,881	1,000 SF GFA	\$4,274	\$3,881
	Gasoline/Service Station w/ Convenience Market	\$1,154	\$1,153	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Convenience Market with 12 or More Fueling Positions	\$1,170	\$1,170	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Convenience Market with Less than 12 Fueling Positions	\$2,387	\$1,799	1,000 SF GFA	\$4,705	\$1,799	1,000 SF GFA	\$6,272	\$1,799
	New and Used Car Sales	\$3,318	\$1,060	Service Position	\$6,940	\$1,060	Service Position	\$7,496	\$1,060
	Quick Lubrication Vehicle Center	\$800	\$384	Staff	\$1,281	\$614	Staff	\$2,298	\$614
	Self-Service Car Wash	\$1,115	\$3,104	1,000 SF GFA	\$6,115	\$3,104	1,000 SF GFA	\$7,392	\$3,104
	Tire Store	\$1,170	\$1,008	1,000 SF GFA	\$1,008	\$1,008	1,000 SF GFA	\$1,207	\$1,008
Retail	Automobile Parts Store	\$1,693	\$1,693	1,000 SF GFA	\$2,462	\$6,972	1,000 SF GFA	\$7,207	\$1,693
	Automobile Parts Store	\$1,681	\$3,881	Fueling Position	\$2,461	\$3,881	1,000 SF GFA	\$4,274	\$3,881
	Gasoline/Service Station w/ Convenience Market	\$1,154	\$1,153	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Convenience Market with 12 or More Fueling Positions	\$1,170	\$1,170	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Convenience Market with Less than 12 Fueling Positions	\$2,387	\$1,799	1,000 SF GFA	\$4,705	\$1,799	1,000 SF GFA	\$6,272	\$1,799
	New and Used Car Sales	\$3,318	\$1,060	Service Position	\$6,940	\$1,060	Service Position	\$7,496	\$1,060
	Quick Lubrication Vehicle Center	\$800	\$384	Staff	\$1,281	\$614	Staff	\$2,298	\$614
	Self-Service Car Wash	\$1,115	\$3,104	1,000 SF GFA	\$6,115	\$3,104	1,000 SF GFA	\$7,392	\$3,104
	Tire Store	\$1,170	\$1,008	1,000 SF GFA	\$1,008	\$1,008	1,000 SF GFA	\$1,207	\$1,008
	Fast Food Restaurant	\$10,279	\$10,279	1,000 SF GFA	\$10,279	\$10,279	1,000 SF GFA	\$18,145	\$10,279
Wholesale	Fast Food Restaurant without Drive-Thru	\$4,916	\$4,916	1,000 SF GFA	\$4,916	\$4,916	1,000 SF GFA	\$8,387	\$4,916
	High Turnover (Sit-down) Restaurant	\$3,332	\$2,857	1,000 SF GFA	\$6,968	\$2,857	1,000 SF GFA	\$6,388	\$2,857
	Sit-down Restaurant	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Coffee/Donut Shop	\$3,163	\$2,769	1,000 SF GFA	\$5,769	\$2,769	1,000 SF GFA	\$4,377	\$2,769
	Fries Stand/Quick Bites	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Garden Center (Nursery)	\$5,652	\$3,635	1,000 SF GFA	\$3,635	\$3,635	1,000 SF GFA	\$5,120	\$3,635
	Home Improvement Superstore	\$2,632	\$5,708	1,000 SF GFA	\$5,708	\$5,708	1,000 SF GFA	\$19,115	\$5,708
	Pharmacy/Drugstore	\$7,850	\$5,688	1,000 SF GFA	\$5,688	\$5,688	1,000 SF GFA	N/A	N/A
	Shooping Center	\$5,688	\$7,416	1,000 SF GFA	\$7,416	\$7,416	1,000 SF GFA	\$11,319	\$7,416
	Supermarket	\$5,688	\$7,416	1,000 SF GFA	\$7,416	\$7,416	1,000 SF GFA	\$11,319	\$7,416
Video Arcade	\$7,416	\$7,416	1,000 SF GFA	\$7,416	\$7,416	1,000 SF GFA	\$11,319	\$7,416	
Video Rental Store	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Toy/Children's Superstore	\$225	\$225	1,000 SF GFA	\$225	\$225	1,000 SF GFA	\$225	\$225	
Services	Wholesale Market	\$225	\$225	1,000 SF GFA	\$225	\$225	1,000 SF GFA	\$225	\$225
	Wholesale Market	\$225	\$225	1,000 SF GFA	\$225	\$225	1,000 SF GFA	\$225	\$225
	Bank (Walk-in)	\$11,175	\$3,857	1,000 SF GFA	\$3,857	\$3,857	1,000 SF GFA	\$18,746	\$3,857
	Bank (Drive-in)	\$16,310	\$6,384	Drive-in Lane	\$28,516	\$6,384	Drive-in Lane	\$45,461	\$6,384
	Personal Service	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$3,777	\$3,635
	Personal Service	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$3,777	\$3,635

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'H'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/2/09*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Assessable Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Assessable Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Assessable Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$22,266	\$3,140	Acres	\$11,971	\$3,140	1,000 SF GFA	\$3,141	\$3,140
	1,000 SF GFA	\$3,133	\$1,057	1,000 SF GFA	\$1,772	\$1,057	1,000 SF GFA	\$1,058	\$1,057
	General Light Industrial	\$2,230	\$3,42	1,000 SF GFA	\$1,545	\$3,42	1,000 SF GFA	\$1,242	N/A
	General Heavy Industrial	\$1,545	\$671	1,000 SF GFA	\$1,956	\$671	1,000 SF GFA	\$1,552	\$671
	Industrial Park	\$3,129	\$317	1,000 SF GFA	\$1,340	\$586	1,000 SF GFA	\$318	\$317
	Warehousing	\$2,076	\$887	1,000 SF GFA	\$991	\$285	1,000 SF GFA	\$976	\$285
	Min Warehouse	\$887	\$3,333	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Others Not Specified	\$3,333	N/A	1,000 SF GFA	\$1,661	\$1,661	Dwelling Unit	\$1,661	\$1,660
	Single Family Detached Housing	\$4,436	\$740	Dwelling Unit	\$1,408	\$740	Dwelling Unit	\$740	\$740
	Apartment/Multi-Family	\$2,105	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$603	\$602
Residential (Condominium/Townhouse)	Dwelling Unit	\$1,835	\$938	Dwelling Unit	\$951	\$938	Dwelling Unit	\$939	\$938
	Mid-Rise Residential with 1st Floor Commercial	N/A	\$772	Dwelling Unit	\$772	\$772	Dwelling Unit	\$773	\$772
	Mobile Home Park	\$1,901	N/A	Dwelling Unit	\$1,400	N/A	Dwelling Unit	N/A	N/A
	Residential Community	\$2,435	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A
	Other Not Specified	\$3,416	N/A	Bed	\$403	\$400	Bed	\$437	\$436
	Assisted Living	N/A	N/A	N/A	N/A	N/A	Dwelling Unit	\$436	\$436
	Senior Adult Housing	N/A	N/A	N/A	N/A	N/A	Dwelling Unit	\$437	\$436
	Congregate Care Facility	N/A	N/A	N/A	N/A	N/A	Dwelling Unit	\$303	\$303
	Hotel	\$1,433	\$633	Room	\$929	\$633	Rooms	\$697	\$633
	Motel/Other Lodging Facilities	\$1,104	\$440	Room	\$738	\$440	Rooms	\$440	\$440
Retail	Acres	\$78,327	\$8,326	Acres	N/A	N/A	N/A	N/A	N/A
	1,000 SF GFA	\$8,319	\$8,319	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Driving Range	\$2,939	\$1,393	Tree	\$1,396	\$1,393	Driving Positions	\$1,773	\$1,393
	Golf Course	\$914	\$448	Acres	\$469	\$381	Holes	\$4130	\$448
	Health/Recreational Clubs and Facilities	\$4,116	\$1,499	1,000 SF GFA	\$2,577	\$1,499	1,000 SF GFA	\$3,278	\$1,499
	Ice Rink	\$5,548	\$1,572	1,000 SF GFA	\$1,556	\$2,987	1,000 SF GFA	\$1,888	\$1,556
	Live Theater	\$44	\$43	Book	\$174	\$46	Book	\$474	\$46
	Movie Theater	\$24	\$44	Book	\$174	\$46	Book	\$474	\$46
	Multiple Movie Theater	\$329	\$328	Screen	\$17,443	\$5,643	Screens	\$23,046	\$5,643
	Tennis Courts	\$9,116	\$1,244	Court	\$5,267	\$1,244	Courts	\$5,419	\$1,244
Church	1,000 SF GFA	\$1,016	\$425	1,000 SF GFA	\$880	\$425	1,000 SF GFA	\$736	\$425
	Day Care Center	\$20,263	\$2,135	1,000 SF GFA	\$2,135	\$2,135	1,000 SF GFA	\$3,935	\$2,135
	Primary/Middle School (1-8)	\$249	\$74	Student	\$356	\$74	Student	\$208	\$74
	High School (9-12)	\$249	\$80	Student	\$492	\$80	Student	\$390	\$80
	Junior High School	\$249	\$80	Student	\$492	\$80	Student	\$390	\$80
	University/College	\$227	\$227	Student	\$215	\$227	Student	\$253	\$227
	Clinic	\$14,291	\$3,860	1,000 SF GFA	\$9,560	\$3,860	1,000 SF GFA	\$7,695	\$3,860
	Hospital	\$3,370	\$2,401	Bed	\$5,497	\$2,401	Bed	\$3,173	\$1,497
	Nursing Home	\$468	\$251	Bed	\$406	\$251	Bed	\$326	\$251
	Animal Hospital/Veterinary Clinic	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	\$4,901	\$3,860
Commercial	1,000 SF GFA	\$4,771	\$1,007	1,000 SF GFA	\$1,878	\$1,007	1,000 SF GFA	\$1,007	\$1,007
	General Office Building	\$5,066	\$1,931	1,000 SF GFA	\$1,931	\$1,931	1,000 SF GFA	\$2,723	\$1,931
	Medical/Daycare Office	\$12,442	\$3,870	1,000 SF GFA	\$8,460	\$3,870	1,000 SF GFA	\$6,524	\$3,870
	Single Tenant Office Building	\$5,848	\$2,512	1,000 SF GFA	\$3,932	\$2,512	1,000 SF GFA	\$2,870	\$2,512
	Office Park	\$5,102	\$1,797	1,000 SF GFA	\$1,413	\$1,797	1,000 SF GFA	\$2,704	\$1,797
	Others Not Specified	\$5,066	\$5,065	N/A	N/A	N/A	1,000 SF GFA	\$1,798	\$1,797
	Automobile Care Center	\$4,766	\$1,995	1,000 SF GFA	\$3,366	\$1,995	1,000 SF GFA	\$1,995	\$1,995
	Automobile Parts Sale	\$4,015	\$2,752	1,000 SF GFA	\$3,253	\$2,752	1,000 SF GFA	\$2,253	\$2,752
	Gasoline/Service Station w/ Convenience Market	\$3,206	\$3,206	Fueling Position	\$1,726	\$3,389	Fueling Position	\$1,336	\$3,389
	Convenience Market with 12 or More Fueling Positions	\$2,544	\$2,543	N/A	N/A	N/A	Whole Fueling Position	\$3,389	\$3,389
Convenience Market with Less than 12 Fueling Positions	\$2,360	\$1,980	1,000 SF GFA	\$1,980	\$1,980	1,000 SF GFA	\$1,980	\$1,980	
New and Used Car Sales	\$5,263	\$1,960	Service Position	\$796	\$1,960	Service Position	\$2,657	\$1,960	
Quick Lubrication Vehicle Center	\$7,317	\$796	Service Position	\$4,890	\$796	Service Position	\$3,343	\$796	
Self-Service Car Wash	\$1,250	\$495	Staff	\$773	\$495	Staff	\$718	\$495	
Automobile Wash	\$1,250	\$495	Staff	\$773	\$495	Staff	\$718	\$495	
Tire Store	\$6,974	\$2,310	1,000 SF GFA	\$5,692	\$2,310	1,000 SF GFA	\$2,310	\$2,310	
Fast Food Restaurant	1,000 SF GFA	\$29,306	\$3,584	1,000 SF GFA	\$3,584	\$3,584	1,000 SF GFA	\$16,635	\$3,584
	Fast Food Restaurant without Drive-Thru	\$22,888	\$2,887	N/A	N/A	N/A	1,000 SF GFA	\$1,407	\$1,407
	High Turnover (51-down) Restaurant	\$10,841	\$7,286	1,000 SF GFA	\$5,256	\$7,286	1,000 SF GFA	\$5,671	\$7,286
	Sit-Down Restaurant	\$7,347	\$4,892	1,000 SF GFA	\$4,892	\$4,892	1,000 SF GFA	\$4,448	\$4,892
	Coffee/Donut Shop	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	\$13,285	\$13,285
	Other Retail	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	\$2,310	\$2,310
	Fries Standing Retail Store	\$6,974	\$2,310	1,000 SF GFA	\$5,692	\$2,310	1,000 SF GFA	\$4,417	\$2,310
	Garden Center (Nursery)	N/A	\$4,183	1,000 SF GFA	\$4,183	\$4,183	1,000 SF GFA	\$4,913	\$4,183
	Home Improvement Superstore	N/A	\$1,864	1,000 SF GFA	\$1,864	\$1,864	1,000 SF GFA	\$1,365	\$1,864
	Pharmacy/Drugstore	\$12,464	\$6,919	1,000 SF GFA	\$6,919	\$6,919	1,000 SF GFA	\$5,307	\$6,919
Shooping Center	\$5,804	\$1,897	1,000 SF GFA	\$1,897	\$1,897	1,000 SF GFA	\$2,537	\$1,897	
Supermarket	\$17,310	\$4,930	1,000 SF GFA	\$5,101	\$4,930	1,000 SF GFA	\$2,538	\$4,930	
Video Arcade	\$12,500	\$12,500	1,000 SF GFA	\$10,518	\$4,930	1,000 SF GFA	\$7,683	\$4,930	
Video Rental Store	\$13,800	\$13,800	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	
Toy/Children's Superstore	\$13,979	\$13,979	1,000 SF GFA	\$13,979	\$13,979	1,000 SF GFA	\$13,979	\$13,979	
Wholesale Market	1,000 SF GFA	\$497	N/A	N/A	N/A	N/A	1,000 SF GFA	\$4,217	\$4,219
	Bank (Walk-In)	\$24,642	\$2,937	1,000 SF GFA	\$2,937	\$2,937	1,000 SF GFA	\$5,859	\$2,937
	Bank (Drive-In)	\$35,965	\$4,659	Drive-in Lane	\$20,093	\$4,659	Drive-in Lane	\$11,770	\$4,659
	Personal Service	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	\$1,180	\$1,180
	Wholesale Market	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Services	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A
	Bank (Walk-In)	\$24,642	\$2,937	1,000 SF GFA	\$2,937	\$2,937	1,000 SF GFA	\$5,859	\$2,937
	Bank (Drive-In)	\$35,965	\$4,659	Drive-in Lane	\$20,093	\$4,659	Drive-in Lane	\$11,770	\$4,659
	Personal Service	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	\$1,180	\$1,180

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'I'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/9/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*			
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	
Truck Terminal	Acres	\$11,449	\$11,449	Acres	\$24,729	\$11,449	1,000 SF GFA	\$11,449	\$11,449	
	1,000 SF GFA	\$2,855	\$1,428	1,000 SF GFA	\$1,428	\$1,428	1,000 SF GFA	\$1,428	\$1,428	
	General Light Industrial	\$1,983	\$1,982	1,000 SF GFA	\$2,186	\$419	1,000 SF GFA	\$2,575	\$419	
	General Heavy Industrial	\$2,681	\$1,785	1,000 SF GFA	\$2,763	\$1,785	1,000 SF GFA	\$2,530	\$1,785	
	Industrial Park	\$1,919	\$2,005	1,000 SF GFA	\$2,201	\$1,201	1,000 SF GFA	\$1,202	\$1,201	
	Warehousing	\$933	\$574	1,000 SF GFA	\$501	\$1,085	1,000 SF GFA	\$1,075	\$574	
	Mini Warehouse	\$2,853	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
	Others Not Specified	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
	Single Family Detached Housing	\$3,524	\$3,523	\$3,884	Dwelling Unit	\$4,530	\$4,484	Dwelling Unit	\$6,135	\$4,484
	Apartment/Multi-Family	\$2,163	\$2,163	\$2,384	Dwelling Unit	\$2,732	\$2,732	Dwelling Unit	\$2,732	\$2,732
Multi-Family Rowing (High-Rise)	N/A	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$2,226	\$2,226	
Residential Condominium/Townhouse	\$1,884	\$1,884	\$1,999	Dwelling Unit	\$2,356	\$2,356	Dwelling Unit	\$3,466	\$2,558	
Mid-Rise Residential with 3rd Floor Commercial	N/A	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$2,226	\$2,226	
Mobile Home Park	\$1,954	\$1,953	\$2,269	Dwelling Unit	\$2,269	\$2,269	Dwelling Unit	\$2,846	\$2,846	
Residential Community	\$3,524	\$3,523	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A	
Others Not Specified	N/A	N/A	\$846	Bed	\$996	\$996	Bed	\$1,607	\$1,082	
Assisted Living	N/A	N/A	N/A	Dwelling Unit	\$1,133	\$1,132	Dwelling Unit	\$1,607	\$1,230	
Senior Adult Housing	N/A	N/A	N/A	Dwelling Unit	\$770	\$770	Dwelling Unit	\$1,113	\$907	
Congregate Care Facility	N/A	N/A	N/A	Room	\$791	\$791	Rooms	\$2,441	\$791	
Hotel	\$1,140	\$878	\$859	Room	\$1,140	\$659	Rooms	\$1,243	\$859	
Motel/Other Lodging Facilities	\$2,314	\$623	\$617	Room	N/A	N/A	Rooms	N/A	N/A	
Acres	\$62,314	\$62,313	\$66,617	Acres	N/A	N/A	Acres	N/A	N/A	
Bowling Alley	\$2,338	\$1,741	\$2,577	Tea	\$3,043	\$1,741	Tea	\$6,211	\$1,741	
Driving Range	\$727	\$674	\$615	Acres	\$732	\$674	Holes	\$34,472	\$674	
Golf Course	\$3,274	\$1,390	\$1,378	1,000 SF GFA	\$6,659	\$1,390	1,000 SF GFA	\$11,486	\$1,390	
Health/Recreational Clubs and Facilities	\$4,414	\$1,989	\$1,989	1,000 SF GFA	\$5,738	\$1,989	1,000 SF GFA	\$6,616	\$1,989	
Ice Rink	\$35	\$35	N/A	Hole	N/A	N/A	Hole	\$11	\$427	
Live Theater	\$262	\$262	\$262	Screen	\$6,954	\$6,954	Screens	\$10,211	\$6,954	
Movie Theater	\$262	\$262	\$262	Screen	\$13,160	\$6,954	Screens	\$10,211	\$6,954	
Multiple Movie Theater	\$7,251	\$1,784	\$6,904	Court	\$8,146	\$1,784	Courts	\$18,988	\$1,784	
Tennis Courts	\$7,251	\$1,784	\$6,904	Court	\$8,146	\$1,784	Courts	\$18,988	\$1,784	
Church	\$808	\$538	\$891	1,000 SF GFA	\$876	\$538	1,000 SF GFA	\$2,351	\$538	
Day Care Center	\$16,119	\$2,791	\$17,743	1,000 SF GFA	\$10,955	\$2,791	1,000 SF GFA	\$13,789	\$2,791	
Primary/Middle School (1-8)	\$198	\$95	\$205	Student	\$95	\$95	Student	\$380	\$95	
High School (9-12)	\$288	\$102	\$102	Student	\$102	\$102	Student	\$416	\$102	
Junior High School	\$265	\$102	\$102	Student	\$102	\$102	Student	\$416	\$102	
University/College	\$265	\$162	\$162	Student	\$272	\$162	Student	\$387	\$162	
Clinic	\$1,368	\$4,902	\$12,532	1,000 SF GFA	\$14,783	\$4,902	1,000 SF GFA	\$20,435	\$4,902	
Hospital	\$2,681	\$1,886	\$1,447	Bed	\$1,886	\$1,886	Bed	\$1,790	\$1,886	
Nursing Home	\$372	\$318	\$532	Bed	\$677	\$318	Bed	\$1,366	\$318	
Animal Hospital/Veterinary Clinic	N/A	N/A	N/A	Bed	\$9,415	\$9,415	Bed	\$15,408	\$9,415	
Acres	\$4,414	\$3,165	\$3,165	1,000 SF GFA	\$5,814	\$3,165	1,000 SF GFA	\$4,554	\$3,165	
General Office Building	\$4,733	\$2,318	\$2,318	1,000 SF GFA	\$2,318	\$2,318	1,000 SF GFA	\$2,318	\$2,318	
Medical/Dental Office	\$1,618	\$5,579	\$13,039	1,000 SF GFA	\$5,579	\$5,579	1,000 SF GFA	\$21,581	\$5,579	
Single Tenant Office Building	\$5,460	\$6,057	\$2,664	1,000 SF GFA	\$7,173	\$2,664	1,000 SF GFA	\$12,979	\$2,664	
Office Park	\$4,762	\$5,250	\$2,311	1,000 SF GFA	\$6,100	\$2,311	1,000 SF GFA	\$8,121	\$2,311	
Others Not Specified	\$4,733	\$4,733	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Acres	\$3,391	\$3,391	\$3,391	1,000 SF GFA	\$4,545	\$3,391	1,000 SF GFA	\$5,375	\$3,391	
Automobile Care Center	\$6,273	\$3,784	\$3,784	1,000 SF GFA	\$4,290	\$3,784	1,000 SF GFA	\$7,802	\$3,784	
Automobile Parts Store	\$2,948	\$1,165	\$1,165	Fueling Position	\$2,688	\$1,165	Whole Fueling Position	\$4,681	\$1,165	
Gasoline/Service Station w/ Convenience Market	\$2,024	\$2,023	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Convenience Market with 12 or More Fueling Positions	\$2,053	\$2,053	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Convenience Market with Less than 12 Fueling Positions	\$4,187	\$1,897	\$4,346	1,000 SF GFA	\$5,104	\$1,897	1,000 SF GFA	\$6,869	\$1,897	
New and Used Car Sales	\$5,821	\$1,036	\$6,410	Service Position	\$7,558	\$1,036	Service Position	\$2,210	\$1,036	
Quick Lube/Car Wash	\$1,210	\$841	\$841	Staff	\$1,802	\$841	Staff	\$2,317	\$841	
Self-Service Car Wash	\$1,210	\$841	\$841	Staff	\$1,802	\$841	Staff	\$2,317	\$841	
Automobile Wash	\$5,548	\$3,280	\$2,461	1,000 SF GFA	\$3,280	\$3,280	1,000 SF GFA	\$8,096	\$3,280	
Tire Store	\$2,312	\$18,206	\$18,206	1,000 SF GFA	\$24,588	\$18,206	1,000 SF GFA	\$58,291	\$18,206	
Fast Food Restaurant	\$18,206	\$8,624	\$8,624	1,000 SF GFA	\$10,162	\$8,624	1,000 SF GFA	\$18,873	\$8,624	
Fast Food Restaurant without Drive-Thru	\$8,624	\$5,844	\$5,844	1,000 SF GFA	\$7,595	\$5,844	1,000 SF GFA	\$15,585	\$5,844	
High Turnover (Sit-down) Restaurant	\$2,402	\$2,402	\$2,402	1,000 SF GFA	\$2,402	\$2,402	1,000 SF GFA	\$2,402	\$2,402	
Sit-down Restaurant	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$46,413	\$46,413	
Coffee/Donut Shop	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Acres	\$5,548	\$2,893	\$2,893	1,000 SF GFA	\$8,486	\$2,893	1,000 SF GFA	\$11,967	\$2,893	
Fries Stand/Quick Bites	N/A	N/A	\$3,894	1,000 SF GFA	\$11,816	\$3,894	1,000 SF GFA	\$17,217	\$3,894	
Garden Center (Nursery)	N/A	\$3,894	\$3,894	1,000 SF GFA	\$2,945	\$3,894	1,000 SF GFA	\$4,782	\$3,894	
Home Improvement Superstore	\$9,915	\$3,778	\$9,070	1,000 SF GFA	\$12,276	\$3,778	1,000 SF GFA	\$18,596	\$3,778	
Pharmacy/Drugstore	\$4,617	\$3,747	\$5,109	1,000 SF GFA	\$5,957	\$3,747	1,000 SF GFA	\$8,893	\$3,747	
Shooping Center	\$13,770	\$6,143	\$13,788	1,000 SF GFA	\$17,760	\$6,143	1,000 SF GFA	\$20,936	\$6,143	
Supermarket	\$9,944	\$9,943	\$9,943	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Video Arcade	\$12,712	\$12,711	\$12,711	1,000 SF GFA	\$8,486	\$12,711	1,000 SF GFA	\$12,711	\$12,711	
Video Rental Store	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Video Store	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	
Toy/Children's Superstore	\$395	\$395	\$395	1,000 SF GFA	\$395	\$395	1,000 SF GFA	\$395	\$395	
Wholesale Market	\$19,602	\$26,610	\$26,610	1,000 SF GFA	\$26,610	\$26,610	1,000 SF GFA	\$20,531	\$26,610	
Bank (Walk-in)	\$26,610	\$6,019	\$6,019	Drive-in Lane	\$22,612	\$6,019	Drive-in Lane	\$49,790	\$6,019	
Bank (Drive-in)	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$4,137	\$4,137	
Personal Service	N/A	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$3,778	\$3,778	

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'J'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/9/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*	
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit
Truck Terminal	Acres	\$27,257	\$3,251	Acres	\$27,044	\$3,251	1,000 SF GFA	\$3,251
	1,000 SF GFA	\$4,078	\$922	1,000 SF GFA	\$4,005	\$922	1,000 SF GFA	\$922
	General Light Industrial	\$2,832	\$2,452	1,000 SF GFA	\$4,73	\$2,810	1,000 SF GFA	N/A
	General Heavy Industrial	\$3,829	\$694	1,000 SF GFA	\$1,099	\$694	1,000 SF GFA	\$694
	Industrial Park	\$2,741	\$329	1,000 SF GFA	\$2,294	\$1,426	1,000 SF GFA	\$330
	Warehouse	\$1,304	\$294	1,000 SF GFA	\$1,014	\$1,182	1,000 SF GFA	\$295
	Mini Warehouse	\$4,078	\$4,077	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$294
	Others Not Specified							N/A
	Single Family Detached Housing	\$5,033	\$4,357	Dwelling Unit	\$1,682	\$4,944	Dwelling Unit	\$1,683
	Apartment/Multi-Family	\$3,089	\$749	Dwelling Unit	\$3,675	\$749	Dwelling Unit	\$750
Residential (Condominium/Townhouse)	N/A	N/A	N/A	N/A	N/A	N/A	Dwelling Unit	\$611
	Multifamily Housing (High-Rise)	\$2,691	\$950	Dwelling Unit	\$2,243	\$950	Dwelling Unit	\$951
	Mid-Rise Residential with 3rd Floor Commercial	N/A	N/A	Dwelling Unit	\$2,455	N/A	Dwelling Unit	\$611
	Mobile Home Park	\$2,790	\$780	Dwelling Unit	\$2,455	N/A	Dwelling Unit	\$780
	Residential Community	\$5,033	\$5,032	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A
	Other Not Specified							N/A
	Assisted Living	N/A	\$949	Bed	\$1,088	\$440	Bed	\$441
	Senior Adult Housing	N/A	N/A	Dwelling Unit	\$1,236	\$440	Dwelling Unit	\$440
	Congregate Care Facility	N/A	N/A	Dwelling Unit	\$840	\$305	Dwelling Unit	\$305
	Hotel	\$1,628	\$669	Room	\$1,366	\$669	Rooms	\$670
Motel/Other Lodging Facilities	Room	\$1,254	\$423	Room	\$1,086	\$423	Rooms	\$423
	Acres	\$85,906	\$88,906	Acres	\$85,906	\$88,906	Acres	\$88,906
	1,000 SF GFA	\$3,339	\$1,703	1,000 SF GFA	\$3,451	\$1,703	1,000 SF GFA	\$1,703
	Driving Range	\$1,038	\$764	Acres	\$690	\$764	Acres	\$764
	Golf Course	\$4,676	\$1,568	1,000 SF GFA	\$1,789	\$1,568	1,000 SF GFA	\$1,568
	Health/Recreational Clubs and Facilities	\$6,303	\$5,457	1,000 SF GFA	\$1,814	\$5,457	1,000 SF GFA	\$1,814
	Ice Rink	\$90	\$49	1,000 SF GFA	\$41	\$41	1,000 SF GFA	\$41
	Live Theater	\$374	\$373	1,000 SF GFA	\$373	\$373	1,000 SF GFA	\$373
	Movie Theater	\$374	\$373	1,000 SF GFA	\$373	\$373	1,000 SF GFA	\$373
	Multiple Movie Theater	\$374	\$373	1,000 SF GFA	\$373	\$373	1,000 SF GFA	\$373
Church	Court	\$10,356	\$1,464	Court	\$7,744	\$1,464	Courts	\$1,464
	1,000 SF GFA	\$6,07	1,000 SF GFA	\$999	\$6,07	1,000 SF GFA	\$708	
	Day Care Center	\$2,021	\$3,132	1,000 SF GFA	\$19,902	\$3,132	1,000 SF GFA	\$3,792
	Primary/Middle School (K-8)	\$282	\$304	Student	\$280	\$304	Student	\$304
	High School (9-12)	\$282	\$286	Student	\$286	\$286	Student	\$286
	Junior High School	\$282	\$286	Student	\$286	\$286	Student	\$286
	University/College	\$282	\$286	Student	\$286	\$286	Student	\$286
	Clinic	\$16,236	\$5,529	1,000 SF GFA	\$14,056	\$5,529	1,000 SF GFA	\$5,611
	Hospital	\$3,829	\$2,131	Bed	\$1,530	\$2,131	Bed	\$2,234
	Nursing Home	\$537	\$359	Bed	\$597	\$684	Bed	\$359
Animal Hospital/Veterinary Clinic	Bed	N/A	N/A	Bed	N/A	N/A	Bed	\$4,226
	1,000 SF GFA	\$1,749	\$1,749	1,000 SF GFA	\$1,749	\$1,749	1,000 SF GFA	\$1,749
	General Office Building	\$5,260	\$2,883	1,000 SF GFA	\$2,884	\$2,884	1,000 SF GFA	\$2,884
	Medical/Dental Office	\$6,593	\$5,919	1,000 SF GFA	\$14,603	\$5,919	1,000 SF GFA	\$5,919
	Single Tenant Office Building	\$7,798	\$3,012	1,000 SF GFA	\$6,795	\$3,012	1,000 SF GFA	\$3,560
	Office Park	\$6,802	\$5,889	1,000 SF GFA	\$2,227	\$5,889	1,000 SF GFA	\$2,227
	Others Not Specified	\$6,760	\$6,760	1,000 SF GFA	\$6,760	\$6,760	1,000 SF GFA	\$6,760
	Automobile Care Center	\$5,415	\$1,465	1,000 SF GFA	\$1,465	\$1,465	1,000 SF GFA	\$1,467
	Automobile Parts Store	\$910	\$2,145	1,000 SF GFA	\$7,805	\$2,145	1,000 SF GFA	\$2,145
	Gasoline/Service Station w/ Convenience Market	\$4,211	\$318	Fueling Position	\$2,538	\$318	Fueling Position	\$1,284
Convenience Market with 12 or More Fueling Positions	Convenience Market with 12 or More Fueling Positions	\$2,890	\$2,890	N/A	N/A	N/A	N/A	
	Convenience Market with Less than 12 Fueling Positions	\$2,932	\$2,931	N/A	N/A	N/A	N/A	
	New and Used Car Sales	\$5,980	\$1,884	1,000 SF GFA	\$4,875	\$1,884	1,000 SF GFA	\$1,884
	Quick Lubrication Vehicle Center	\$8,313	\$7,190	Service Position	\$7,190	\$1,884	Service Position	\$2,252
	Self-Service Car Wash	\$1,727	\$890	Staff	\$1,431	\$890	Staff	\$890
	Automobile Wash	\$723	\$2,220	1,000 SF GFA	\$8,369	\$2,220	1,000 SF GFA	\$2,220
	Tire Store	\$723	\$723	1,000 SF GFA	\$7,935	\$723	1,000 SF GFA	\$2,221
	Fast Food Restaurant	\$31,295	\$5,197	1,000 SF GFA	\$32,624	\$5,197	1,000 SF GFA	\$5,197
	Fast Food Restaurant without Drive-Thru	\$26,002	\$26,002	N/A	N/A	N/A	N/A	
	High Turnover (Sit-down) Restaurant	\$12,316	\$3,652	1,000 SF GFA	\$10,713	\$3,652	1,000 SF GFA	\$5,451
Coffee/Donut Shop	Sit-down Restaurant	\$8,347	\$2,709	1,000 SF GFA	\$7,219	\$2,709	1,000 SF GFA	\$4,275
	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$3,652
	Fries Stand/Quick Bites	\$3,160	\$3,160	1,000 SF GFA	\$3,160	\$3,160	1,000 SF GFA	\$3,160
	Garden Center (Nursery)	N/A	N/A	1,000 SF GFA	\$3,806	\$3,806	1,000 SF GFA	\$3,806
	Home Improvement Superstore	\$3,976	\$1,311	1,000 SF GFA	\$1,311	\$1,311	1,000 SF GFA	\$1,311
	Pharmacy/Drugstore	\$4,160	\$4,265	1,000 SF GFA	\$10,174	\$4,265	1,000 SF GFA	\$4,265
	Shopping Center	\$6,594	\$5,730	1,000 SF GFA	\$5,730	\$5,730	1,000 SF GFA	\$2,439
	Supermarket	\$19,666	\$5,742	1,000 SF GFA	\$15,466	\$5,742	1,000 SF GFA	\$5,742
	Video Arcade	\$14,202	\$14,201	1,000 SF GFA	\$14,201	\$14,201	1,000 SF GFA	N/A
	Video Rental Store	\$18,155	\$18,154	1,000 SF GFA	\$18,154	\$18,154	1,000 SF GFA	N/A
Toy/Children's Superstore	Wholesale Market	\$865	\$564	1,000 SF GFA	\$865	\$564	1,000 SF GFA	\$3,401
	Wholesale Market	N/A	N/A	N/A	N/A	N/A	N/A	
	Services	\$27,996	\$4,235	1,000 SF GFA	\$24,237	\$4,235	1,000 SF GFA	\$4,235
	Bank (Walk-in)	\$40,861	\$6,767	Drive-in Lane	\$29,544	\$6,767	Drive-in Lane	\$13,658
	Personal Service	N/A	N/A	N/A	N/A	N/A	1,000 SF GFA	\$1,134

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'K'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/7/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$216,043	\$11,215	Acres	\$39,793	\$11,215	1,000 SF GFA	\$11,215	\$11,215
	1,000 SF GFA	\$3,896	\$1,642	1,000 SF GFA	\$5,661	\$1,642	1,000 SF GFA	\$3,783	\$1,642
	1,000 SF GFA	\$2,706	\$2,705	1,000 SF GFA	\$3,932	\$4,81	1,000 SF GFA	\$4,031	N/A
	1,000 SF GFA	\$3,658	\$2,023	1,000 SF GFA	\$4,969	\$2,023	1,000 SF GFA	\$2,394	\$2,023
	1,000 SF GFA	\$2,619	\$1,137	1,000 SF GFA	\$3,609	\$1,137	1,000 SF GFA	\$2,009	\$1,137
	1,000 SF GFA	\$1,246	\$897	1,000 SF GFA	\$1,591	\$897	1,000 SF GFA	\$1,631	\$897
	1,000 SF GFA	\$3,896	\$3,896	1,000 SF GFA	\$3,896	\$897	1,000 SF GFA	\$1,017	\$897
	1,000 SF GFA	\$4,809	\$4,809	1,000 SF GFA	\$6,169	\$4,809	1,000 SF GFA	\$5,805	\$4,809
	1,000 SF GFA	\$2,952	\$2,955	1,000 SF GFA	\$3,793	\$2,955	1,000 SF GFA	\$2,956	\$2,955
	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$2,107	\$2,106
Single Family Detached Housing	Dwelling Unit	\$2,571	\$3,182	Dwelling Unit	\$3,182	\$3,182	Dwelling Unit	\$3,280	\$3,279
	Dwelling Unit	\$2,685	\$2,685	Dwelling Unit	\$2,689	\$2,689	Dwelling Unit	\$2,689	\$2,689
	Dwelling Unit	\$4,809	\$4,808	Dwelling Unit	N/A	N/A	Dwelling Unit	N/A	N/A
	Dwelling Unit	N/A	N/A	Bed	\$1,349	\$1,382	Bed	\$1,520	\$1,520
	Dwelling Unit	N/A	N/A	Dwelling Unit	\$1,572	\$1,520	Dwelling Unit	\$1,520	\$1,520
	Dwelling Unit	N/A	N/A	Dwelling Unit	\$1,064	\$1,063	Dwelling Unit	\$1,053	\$1,063
	Room	\$1,555	\$1,228	Room	\$2,281	\$1,228	Rooms	\$2,310	\$1,228
	Room	\$1,198	\$1,024	Room	\$1,743	\$1,785	Rooms	\$1,460	\$1,024
	Room	\$85,031	\$85,031	Room	N/A	N/A	Rooms	N/A	N/A
	Room	\$9,080	N/A	Room	N/A	N/A	Rooms	N/A	N/A
Bowling Alley	1,000 SF GFA	\$3,190	\$1,994	1,000 SF GFA	\$4,635	\$1,994	1,000 SF GFA	\$5,877	\$1,994
	1,000 SF GFA	\$992	\$814	1,000 SF GFA	\$6,076	\$814	1,000 SF GFA	\$8,14	\$814
	1,000 SF GFA	\$4,467	\$1,615	1,000 SF GFA	\$5,751	\$1,615	1,000 SF GFA	\$10,425	\$1,615
	1,000 SF GFA	\$6,023	\$1,947	1,000 SF GFA	\$8,71	\$1,947	1,000 SF GFA	\$6,350	\$1,947
	1,000 SF GFA	\$48	\$47	1,000 SF GFA	\$1,271	\$713	1,000 SF GFA	\$1,151	\$713
	1,000 SF GFA	\$87	\$87	1,000 SF GFA	\$50,159	\$10,524	1,000 SF GFA	\$62,106	\$10,524
	1,000 SF GFA	\$9,895	\$1,575	1,000 SF GFA	\$12,438	\$1,575	1,000 SF GFA	\$11,967	\$1,575
	1,000 SF GFA	\$1,103	\$872	1,000 SF GFA	\$1,603	\$872	1,000 SF GFA	\$2,442	\$872
	1,000 SF GFA	\$4,987	\$4,987	1,000 SF GFA	\$17,151	\$4,987	1,000 SF GFA	\$13,087	\$4,987
	1,000 SF GFA	\$270	\$389	1,000 SF GFA	\$373	\$400	1,000 SF GFA	\$359	\$373
Primary/Middle School (1-8)	1,000 SF GFA	\$284	\$172	1,000 SF GFA	\$248	\$172	1,000 SF GFA	\$248	\$172
	1,000 SF GFA	\$284	\$287	1,000 SF GFA	\$287	\$287	1,000 SF GFA	\$287	\$287
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49	1,000 SF GFA	\$49	\$49
Clinic	1,000 SF GFA	\$15,513	\$5,553	1,000 SF GFA	\$22,541	\$5,553	1,000 SF GFA	\$19,355	\$5,553
	1,000 SF GFA	\$3,658	\$2,177	1,000 SF GFA	\$5,661	\$2,177	1,000 SF GFA	\$1,156	\$2,177
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
	1,000 SF GFA	\$98	\$97	1,000 SF GFA	\$97	\$97	1,000 SF GFA	\$97	\$97
General Office Building	1,000 SF GFA	\$5,848	\$3,713	1,000 SF GFA	\$8,155	\$3,713	1,000 SF GFA	\$8,890	\$3,713
	1,000 SF GFA	\$6,269	\$3,469	1,000 SF GFA	\$5,109	\$3,469	1,000 SF GFA	\$9,338	\$3,469
	1,000 SF GFA	\$15,394	\$5,949	1,000 SF GFA	\$22,737	\$5,949	1,000 SF GFA	\$22,363	\$5,949
	1,000 SF GFA	\$4,019	\$10,573	1,000 SF GFA	\$4,019	\$10,898	1,000 SF GFA	\$4,019	\$10,895
	1,000 SF GFA	\$6,308	\$4,486	1,000 SF GFA	\$9,166	\$4,486	1,000 SF GFA	\$9,267	\$4,486
	1,000 SF GFA	\$6,269	\$6,268	1,000 SF GFA	\$6,268	\$6,268	1,000 SF GFA	\$6,268	\$6,268
	1,000 SF GFA	\$5,374	\$3,714	1,000 SF GFA	\$5,116	\$3,714	1,000 SF GFA	\$4,891	\$3,714
	1,000 SF GFA	\$4,697	\$4,504	1,000 SF GFA	\$4,627	\$4,504	1,000 SF GFA	\$4,469	\$4,504
	1,000 SF GFA	\$4,023	\$748	1,000 SF GFA	\$4,070	\$748	1,000 SF GFA	\$4,429	\$748
	1,000 SF GFA	\$2,761	\$2,801	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
Convenience Market with 12 or More Fueling Positions	1,000 SF GFA	\$2,801	\$2,801	1,000 SF GFA	\$2,801	\$2,801	1,000 SF GFA	\$2,801	\$2,801
	1,000 SF GFA	\$5,713	\$2,886	1,000 SF GFA	\$7,817	\$2,886	1,000 SF GFA	\$7,990	\$2,886
	1,000 SF GFA	\$7,943	\$1,830	1,000 SF GFA	\$11,590	\$1,830	1,000 SF GFA	\$11,832	\$1,830
	1,000 SF GFA	\$1,650	\$405	1,000 SF GFA	\$2,894	\$405	1,000 SF GFA	\$2,882	\$405
	1,000 SF GFA	\$7,975	\$4,531	1,000 SF GFA	\$10,421	\$4,531	1,000 SF GFA	\$10,421	\$4,531
	1,000 SF GFA	\$5,811	\$7,923	1,000 SF GFA	\$47,826	\$7,923	1,000 SF GFA	\$46,323	\$7,923
	1,000 SF GFA	\$24,844	\$24,844	1,000 SF GFA	\$17,180	\$9,972	1,000 SF GFA	\$16,910	\$9,972
	1,000 SF GFA	\$11,768	\$9,972	1,000 SF GFA	\$11,576	\$9,972	1,000 SF GFA	\$11,747	\$9,972
	1,000 SF GFA	\$7,975	\$9,971	1,000 SF GFA	\$9,981	\$9,981	1,000 SF GFA	\$11,805	\$9,981
	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$45,918	\$2,972
Fast Food Restaurant	1,000 SF GFA	\$4,622	\$4,622	1,000 SF GFA	\$4,622	\$4,622	1,000 SF GFA	\$4,622	\$4,622
	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$9,858	\$6,106	1,000 SF GFA	\$16,291	\$6,106
	1,000 SF GFA	N/A	N/A	1,000 SF GFA	\$3,849	\$3,849	1,000 SF GFA	\$4,525	\$3,849
	1,000 SF GFA	\$13,529	\$4,190	1,000 SF GFA	\$16,315	\$4,190	1,000 SF GFA	\$17,596	\$4,190
	1,000 SF GFA	\$6,300	\$4,236	1,000 SF GFA	\$9,189	\$4,236	1,000 SF GFA	\$9,236	\$4,236
	1,000 SF GFA	\$18,790	\$6,903	1,000 SF GFA	\$24,801	\$6,903	1,000 SF GFA	\$23,108	\$6,903
	1,000 SF GFA	\$13,568	\$13,568	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	1,000 SF GFA	\$17,445	\$17,445	1,000 SF GFA	\$13,282	\$4,006	1,000 SF GFA	\$13,282	\$4,006
	1,000 SF GFA	\$40	\$539	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Wholesale Market	1,000 SF GFA	\$26,749	\$6,467	1,000 SF GFA	\$38,868	\$6,467	1,000 SF GFA	\$14,633
1,000 SF GFA		\$30,040	\$37,377	1,000 SF GFA	\$47,377	\$37,377	1,000 SF GFA	\$35,401	\$37,377
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
1,000 SF GFA		N/A	N/A	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'L'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/9/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*			
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	
Truck Terminal	Acres	\$19,513	\$12,043	\$12,043	Acres	\$30,268	\$12,043	1,000 SF GFA	\$13,388	\$12,043
	1,000 SF GFA	\$2,919	\$1,597	\$1,597	1,000 SF GFA	\$4,488	\$1,597	1,000 SF GFA	\$4,517	\$1,597
	General Light Industrial	\$2,025	\$1,049	\$1,049	1,000 SF GFA	\$3,142	\$671	N/A	N/A	N/A
	General Heavy Industrial	\$2,740	\$1,465	\$1,465	1,000 SF GFA	\$1,934	\$1,465	1,000 SF GFA	\$2,862	\$1,465
	Industrial Park	\$1,871	\$1,369	\$1,369	1,000 SF GFA	\$1,478	\$1,369	1,000 SF GFA	\$1,369	\$1,369
	Warehousing	\$881	\$607	\$607	1,000 SF GFA	\$1,201	\$607	1,000 SF GFA	\$1,226	\$607
	Mini Warehouse	\$2,919	\$2,918	\$2,918	1,000 SF GFA	N/A	N/A	N/A	N/A	N/A
	Others Not Specified	\$3,013	\$3,012	\$3,012	Dwelling Unit	\$4,620	\$4,484	Dwelling Unit	\$7,093	\$4,484
	Single Family Detached Housing	\$1,847	\$1,846	\$1,846	Dwelling Unit	\$2,779	\$2,779	Dwelling Unit	\$3,148	\$3,147
	Apartment/Multi-Family	N/A	N/A	N/A	Dwelling Unit	N/A	\$2,864	Dwelling Unit	\$2,575	\$2,575
Residential (Condominium/Townhouse)	Dwelling Unit	\$1,608	\$1,608	\$1,608	Dwelling Unit	\$2,402	\$2,402	Dwelling Unit	\$4,006	\$4,006
	Mid-Rise Residential with 3rd Floor Commercial	N/A	N/A	N/A	Dwelling Unit	N/A	N/A	Dwelling Unit	\$2,575	\$2,575
	Mobile Home Park	\$1,688	\$1,687	\$1,687	Dwelling Unit	\$2,651	\$2,651	Dwelling Unit	\$2,831	\$2,831
	Residential Single-Family	\$3,013	\$3,012	\$3,012	Dwelling Unit	N/A	N/A	Dwelling Unit	\$3,290	\$3,290
	Other Not Specified	N/A	N/A	N/A	Bed	\$986	\$986	Bed	\$1,198	\$1,198
	Assisted Living	N/A	N/A	N/A	Dwelling Unit	\$1,161	\$1,161	Dwelling Unit	\$1,860	\$1,860
	Senior Adult Housing	N/A	N/A	N/A	Dwelling Unit	\$792	\$792	Dwelling Unit	\$1,288	\$983
	Congregate Care Facility	\$1,668	\$1,667	\$1,667	Room	\$2,548	\$1,167	Rooms	\$3,945	\$1,167
	Hotel	\$1,285	\$972	\$972	Room	\$1,993	\$972	Rooms	\$2,494	\$972
	Motel/Other Lodging Facilities	\$91,193	\$91,193	\$91,193	Room	N/A	N/A	Rooms	N/A	N/A
Office	Acres	\$91,193	\$91,193	N/A	Acres	N/A	N/A	N/A	N/A	N/A
	1,000 SF GFA	\$9,684	\$9,684	N/A	1,000 SF GFA	\$5,320	\$1,860	Driving Positions	\$8,953	\$1,860
	Driving Range	\$3,421	\$1,860	\$1,860	Acres	\$743	\$743	Holes	\$20,828	\$743
	Golf Course	\$1,094	\$1,230	\$1,230	1,000 SF GFA	\$1,591	\$1,591	1,000 SF GFA	\$16,536	\$1,591
	Health/Recreational Clubs and Facilities	\$6,459	\$5,723	\$5,723	1,000 SF GFA	\$1,956	\$1,956	1,000 SF GFA	\$5,235	\$1,956
	Ice Bank	\$33	\$32	\$32	Hole	\$1,396	\$678	Hole	\$3,374	\$678
	Live Theater	\$881	\$882	\$882	Screen	\$9,920	\$9,920	Screens	\$98,235	\$9,920
	Multiple Movie Theater	\$883	\$882	\$882	Court	\$14,243	\$14,243	Courts	\$27,338	\$14,243
	Tennis Courts	\$10,612	\$10,612	\$10,612	1,000 SF GFA	\$841	\$841	1,000 SF GFA	\$3,516	\$841
	Church	\$1,183	\$841	\$841	1,000 SF GFA	\$4,976	\$4,976	1,000 SF GFA	\$2,280	\$4,976
Institutional	Day Care Center	\$2,950	\$3,458	\$3,458	Student	\$449	\$449	Student	\$613	\$449
	Primary/Middle School (K-8)	\$289	\$372	\$372	Student	\$187	\$187	Student	\$211	\$187
	High School (9-12)	\$272	\$362	\$362	Student	\$36	\$36	Student	\$42	\$36
	Junior High School	\$272	\$362	\$362	Student	\$84	\$84	Student	\$103	\$84
	University/College	\$724	\$260	\$260	Student	\$260	\$260	Student	\$1,083	\$260
	Clinic	\$19,429	\$5,043	\$5,043	1,000 SF GFA	\$2,932	\$5,043	1,000 SF GFA	\$2,465	\$5,043
	Hospital	\$3,634	\$1,932	\$1,932	Bed	\$6,560	\$1,932	Bed	\$13,531	\$1,932
	Nursing Home	\$511	\$469	\$469	Bed	\$1,016	\$1,016	Bed	\$1,574	\$469
	Animal Hospital/Veterinary Clinic	N/A	N/A	N/A	Bed	\$1,246	\$5,043	1,000 SF GFA	\$17,681	\$5,043
	Comprehensive Health	\$1,144	\$3,210	\$3,210	1,000 SF GFA	\$6,131	\$6,131	1,000 SF GFA	\$4,200	\$3,210
Commercial	1,000 SF GFA	\$4,442	\$4,442	1,000 SF GFA	\$6,880	\$6,880	1,000 SF GFA	\$4,237	\$4,237	
	General Office Building	\$10,901	\$5,117	\$5,117	1,000 SF GFA	\$8,500	\$8,517	1,000 SF GFA	\$24,753	\$5,117
	Medical/Dental Office	\$5,123	\$2,745	\$2,745	1,000 SF GFA	\$8,099	\$2,745	1,000 SF GFA	\$12,244	\$2,745
	Single Tenant Office Building	\$4,468	\$2,380	\$2,380	1,000 SF GFA	\$6,725	\$2,380	1,000 SF GFA	\$7,665	\$2,380
	Office Park	\$4,442	\$4,442	\$4,442	1,000 SF GFA	N/A	N/A	1,000 SF GFA	N/A	N/A
	Others Not Specified	\$5,649	\$3,919	\$3,919	1,000 SF GFA	\$1,646	\$3,919	1,000 SF GFA	\$8,633	\$3,919
	Automobile Care Center	\$9,327	\$3,719	\$3,719	1,000 SF GFA	\$14,494	\$3,719	1,000 SF GFA	\$12,755	\$3,719
	Automobile Parts Store	\$4,315	\$2,719	\$2,719	Fueling Position	\$4,669	\$2,719	Whole Fueling Position	\$7,563	\$2,719
	Gasoline/Service Station w/ Convenience Market	\$2,961	\$2,961	\$2,961	N/A	N/A	N/A	N/A	N/A	
	Convenience Market with 12 or More Fueling Positions	\$3,004	\$3,004	\$3,004	N/A	N/A	N/A	N/A	N/A	
Convenience Market with Less than 12 Fueling Positions	\$6,127	\$2,852	\$2,852	1,000 SF GFA	\$8,923	\$2,852	1,000 SF GFA	\$11,099	\$2,852	
New and Used Car Sales	\$8,519	\$1,819	\$1,819	Service Position	\$13,213	\$1,819	Service Position	\$13,206	\$1,819	
Quick Lube/Car Wash	\$1,770	\$394	\$394	Staff	\$2,627	\$394	Staff	\$4,088	\$394	
Self-Service Car Wash	\$1,770	\$394	\$394	Staff	\$2,627	\$394	Staff	\$4,088	\$394	
Automobile Wash	\$8,119	\$3,798	\$3,798	1,000 SF GFA	\$12,712	\$3,798	1,000 SF GFA	\$13,082	\$3,798	
Tire Store	\$8,119	\$3,798	\$3,798	1,000 SF GFA	\$12,712	\$3,798	1,000 SF GFA	\$13,082	\$3,798	
Retail	Fast Food Restaurant	\$34,117	\$7,799	\$7,799	1,000 SF GFA	\$51,731	\$7,799	1,000 SF GFA	\$94,188	\$7,799
	Fast Food Restaurant without Drive-Thru	\$26,644	\$26,644	\$26,644	N/A	N/A	N/A	N/A	N/A	
	High Turnover (Sit-down) Restaurant	\$13,620	\$2,867	\$2,867	1,000 SF GFA	\$17,767	\$2,867	1,000 SF GFA	\$32,111	\$2,867
	Sit-down Restaurant	\$8,553	\$3,807	\$3,807	1,000 SF GFA	\$13,279	\$3,807	1,000 SF GFA	\$25,182	\$3,807
	Coffee/Donut Shop	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Fries Stand/Quick Bites	\$2,465	\$2,465	\$2,465	1,000 SF GFA	\$14,837	\$2,465	1,000 SF GFA	\$18,316	\$2,465
	Garden Center (Nursery)	N/A	\$10,953	\$10,953	1,000 SF GFA	\$20,658	\$10,953	1,000 SF GFA	\$27,819	\$10,953
	Home Improvement Superstore	\$3,848	\$3,848	\$3,848	1,000 SF GFA	\$5,148	\$3,848	1,000 SF GFA	\$7,726	\$3,848
	Pharmacy/Drugstore	\$14,510	\$3,580	\$3,580	1,000 SF GFA	\$21,403	\$3,580	1,000 SF GFA	\$30,047	\$3,580
	Shooping Center	\$6,575	\$3,872	\$3,872	1,000 SF GFA	\$10,415	\$3,872	1,000 SF GFA	\$14,369	\$3,872
Supermarket	\$20,152	\$5,279	\$5,279	1,000 SF GFA	\$25,806	\$5,279	1,000 SF GFA	\$33,828	\$5,279	
Video Arcade	\$14,552	\$14,552	\$14,552	N/A	N/A	N/A	N/A	N/A		
Video Rental Store	\$18,603	\$18,602	\$18,602	1,000 SF GFA	\$14,372	\$18,602	1,000 SF GFA	\$20,021	\$18,602	
Toy/Children's Superstore	N/A	N/A	N/A	1,000 SF GFA	\$34,837	\$3,891	1,000 SF GFA	\$20,021	\$3,891	
Services	Wholesale Market	\$579	\$578	\$578	N/A	N/A	N/A	N/A	N/A	
	Bank (Walk-in)	\$28,687	\$6,380	\$6,380	1,000 SF GFA	\$43,183	\$6,380	1,000 SF GFA	\$33,174	\$6,380
	Bank (Drive-in)	\$11,869	\$52,686	\$52,686	Drive-in Lane	\$10,232	\$10,232	Drive-in Lane	\$80,452	\$10,232
	Personal Service	N/A	N/A	N/A	Drive-in Lane	N/A	N/A	1,000 SF GFA	\$6,684	\$6,684
	Personal Service	N/A	N/A	N/A	Drive-in Lane	N/A	N/A	1,000 SF GFA	\$6,684	\$6,684

*If date of recordation of final plat is within the listed date range for which no replating is necessary

Schedule 1 Table B.
Actual Roadway Impact Fee Charged Per Development Unit

Service Area 'M'

Land Use	Final Plat Recorded Between: 9/1/03 - 11/2/08*		Final Plat Recorded Between: 11/10/08 - 11/19/13*		Final Plat Recorded Between: 11/20/13 - 11/30/20*		Final Plat Recorded Between: 12/1/20 - Present*		
	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit	Development Unit	Maximum Accessible Fee Per Development Unit	Actual Fee Charged Per Development Unit
Truck Terminal	Acres	\$0	\$0	Acres	\$0	\$0	1,000 SF GFA	\$6,761	\$0
INDUSTRIAL									
General Light Industrial	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$2,286	\$0
General Heavy Industrial	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	N/A	N/A	\$0
Industrial Park	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$1,444	\$0
Warehousing	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$698	\$0
Mini Warehouse	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$525	\$0
Others Not Specified	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	N/A	N/A	\$0
RESIDENTIAL									
Single Family Detached Housing	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$3,985	\$0
Apartment/Multi-Family	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$1,988	\$0
Multi-Family Attached (High-Rise)	Dwelling Unit	N/A	\$0	Dwelling Unit	N/A	\$0	Dwelling Unit	\$2,299	\$0
Residential Condominium/Townhouse	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$2,021	\$0
Mid-Rise Residential with 3rd Floor Commercial	Dwelling Unit	N/A	\$0	Dwelling Unit	N/A	\$0	Dwelling Unit	\$1,299	\$0
Mobile Home Park	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$1,680	\$0
Residential Community	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	N/A	\$0
Others Not Specified	Dwelling Unit	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	N/A	\$0
Assisted Living	Bed	\$0	\$0	Bed	\$0	\$0	Bed	\$938	\$0
Senior Adult Housing	N/A	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$938	\$0
Congregate Care Facility	N/A	\$0	\$0	Dwelling Unit	\$0	\$0	Dwelling Unit	\$650	\$0
LODGING									
Hotel	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$2,165	\$0
Motel/Other Lodging Facilities	Room	\$0	\$0	Room	\$0	\$0	Rooms	\$1,971	\$0
RECREATIONAL									
Acres	Acres	\$0	\$0	Acres	N/A	N/A	N/A	N/A	\$0
Bowling Alley	1,000 SF GFA	\$0	\$0	Acres	N/A	N/A	Driving Positions	\$4,923	\$0
Driving Range	Acres	\$0	\$0	Acres	\$0	\$0	Holes	\$10,534	\$0
Golf Course	Acres	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$8,349	\$0
Health/Recreational Clubs and Facilities	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$4,812	\$0
Ice Rink	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$1,771	\$0
Live Theater	Seat	\$0	\$0	Hole	\$0	\$0	Hole	\$1,771	\$0
Movie Theater	Seat	\$0	\$0	Screen	\$0	\$0	Screens	\$49,944	\$0
Multiple Movie Theater	Seat	\$0	\$0	Court	\$0	\$0	Courts	\$13,786	\$0
Tennis Courts	Court	\$0	\$0	Court	\$0	\$0	Courts	\$1,780	\$0
INSTITUTIONAL									
Church	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$29,496	\$0
Day Care Center	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$29,496	\$0
Primary/Middle School (K-8)	Student	\$0	\$0	Student	\$0	\$0	Student	\$268	\$0
High School (9-12)	Student	\$0	\$0	Student	\$0	\$0	Student	\$268	\$0
Junior/High School	Student	\$0	\$0	Student	\$0	\$0	Student	\$268	\$0
University/College	Student	\$0	\$0	Student	\$0	\$0	Student	\$268	\$0
MEDICAL									
Clinic	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$11,838	\$0
Hospital	Bed	\$0	\$0	Bed	\$0	\$0	Bed	\$6,833	\$0
Nursing Home	Bed	\$0	\$0	Bed	\$0	\$0	Bed	\$794	\$0
Animal Hospital/Veterinary Clinic	N/A	\$0	\$0	Bed	\$0	\$0	1,000 SF GFA	\$8,926	\$0
OFFICE									
Corporate Headquarters Building	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$3,145	\$0
General Office Building	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$4,162	\$0
Medical/Dental Office	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$12,487	\$0
Single Tenant Office Building	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$6,183	\$0
Office Park	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$3,874	\$0
Others Not Specified	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	\$0
COMMERCIAL									
Automobile Related									
Automobile Care Center	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$6,761	\$0
Automobile Parts Sale	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$20,105	\$0
Gasoline/Service Station w/ Convenience Market	Fueling Position	\$0	\$0	Fueling Position	\$0	\$0	Whole Fueling Position	\$8,902	\$0
Convenience Market with 12 or More Fueling Positions	Fueling Position	\$0	\$0	Fueling Position	\$0	\$0	Whole Fueling Position	N/A	\$0
Convenience Market with Less than 12 Fueling Positions	Fueling Position	\$0	\$0	Fueling Position	\$0	\$0	Whole Fueling Position	N/A	\$0
New and Used Car Sales	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$7,001	\$0
Quick Lubrication Vehicle Center	Service Position	\$0	\$0	Service Position	\$0	\$0	Service Position	\$10,534	\$0
Self-Service Car Wash	1,000 SF GFA	\$0	\$0	Staff	\$0	\$0	Staff	\$4,788	\$0
Automobile Wash	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$4,788	\$0
Tire Store	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$10,370	\$0
Dining									
Fast Food Restaurant	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$58,971	\$0
Fast Food Restaurant without Drive-Thru	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	\$0
High Turnover (Sit-down) Restaurant	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$20,114	\$0
Sit-down Restaurant	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$15,783	\$0
Coffee/Donut Shop	N/A	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$46,985	\$0
Other Retail									
Fresh Standing Retail Store	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$12,188	\$0
Garden Center (Nursery)	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$17,550	\$0
Home Improvement Superstore	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$4,884	\$0
Pharmacy/Drugstore	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$18,959	\$0
Shooping Center	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$9,071	\$0
Supermarket	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$21,341	\$0
Video Arcade	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	\$0
Video Rental Store	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	\$0
Toy/Children's Superstore	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$12,692	\$0
Wholesale									
Wholesale Market	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	N/A	\$0
SERVICES									
Bank (Walk-in)	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$0	\$0	1,000 SF GFA	\$26,274	\$0
Bank (Drive-in)	Drive-in Lane	\$0	\$0	Drive-in Lane	\$0	\$0	Drive-in Lane	\$69,711	\$0
Personal Service	N/A	\$0	\$0	N/A	\$0	\$0	1,000 SF GFA	\$3,681	\$0

*If date of recordation of final plat is within the listed date range for which no replating is necessary