# LAND USE ASSUMPTIONS 2018-2019

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# 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 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"**

*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).

*With the exception of Agricultural District zoned areas which are included in the Future Land Use Plan applications.

| 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

[Existing Population] + [Zoning Applications] + [FLUP Applications] = [Ultimate Buildout]

**"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.**

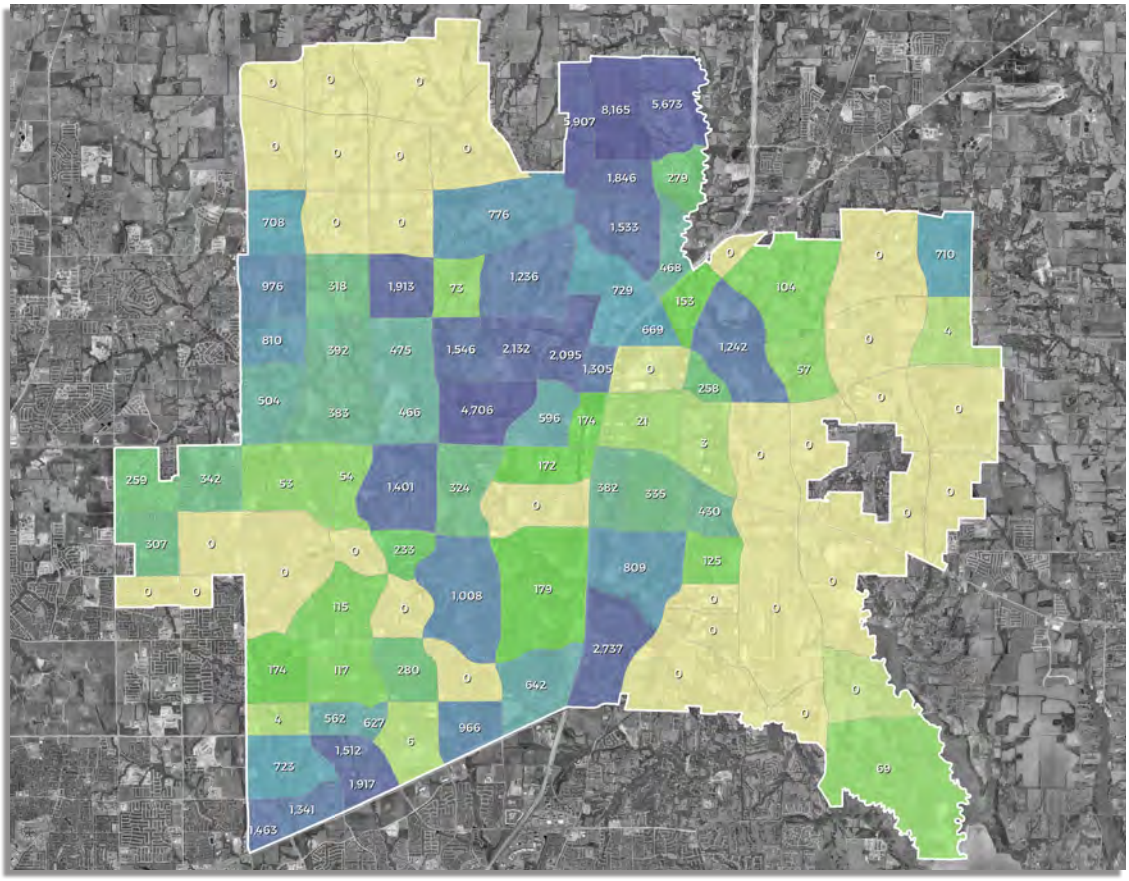
## Population Projections

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.

*2019 and 2029 population distribution maps can be found in the Appendix.

# 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 | | |
|---|---|---|---|---|---|
| | *Population* | *Dwelling Units* | *Basic* | *Service* | *Retail* |
| *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 |

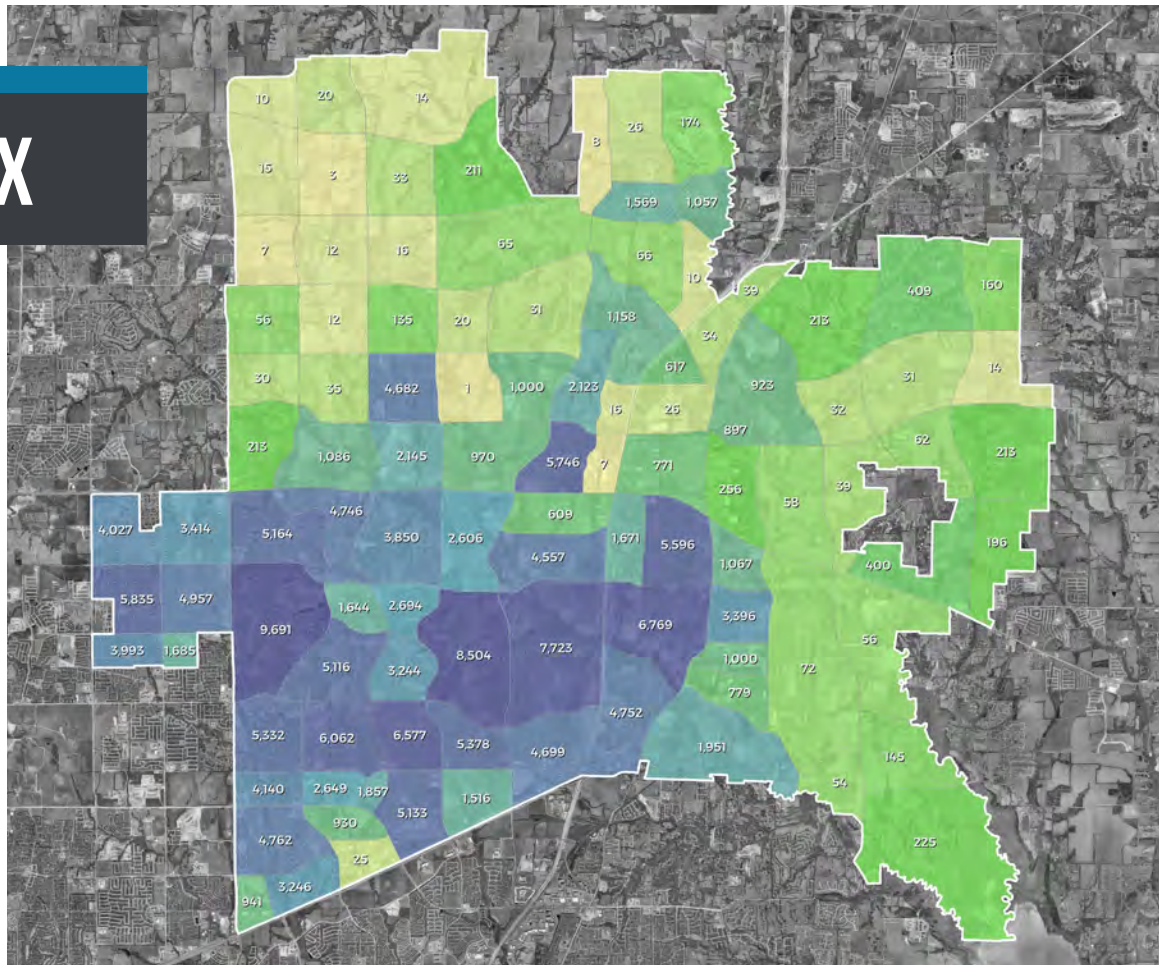
## TABLE 4: PROJECTED GROWTH

| SERVICE AREA | RESIDENTIAL | | NON-RESIDENTIAL SQUARE FEET | | |
|---|---|---|---|---|---|
| | *Population* | *Dwelling Units* | *Basic* | *Service* | *Retail* |
| *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 |

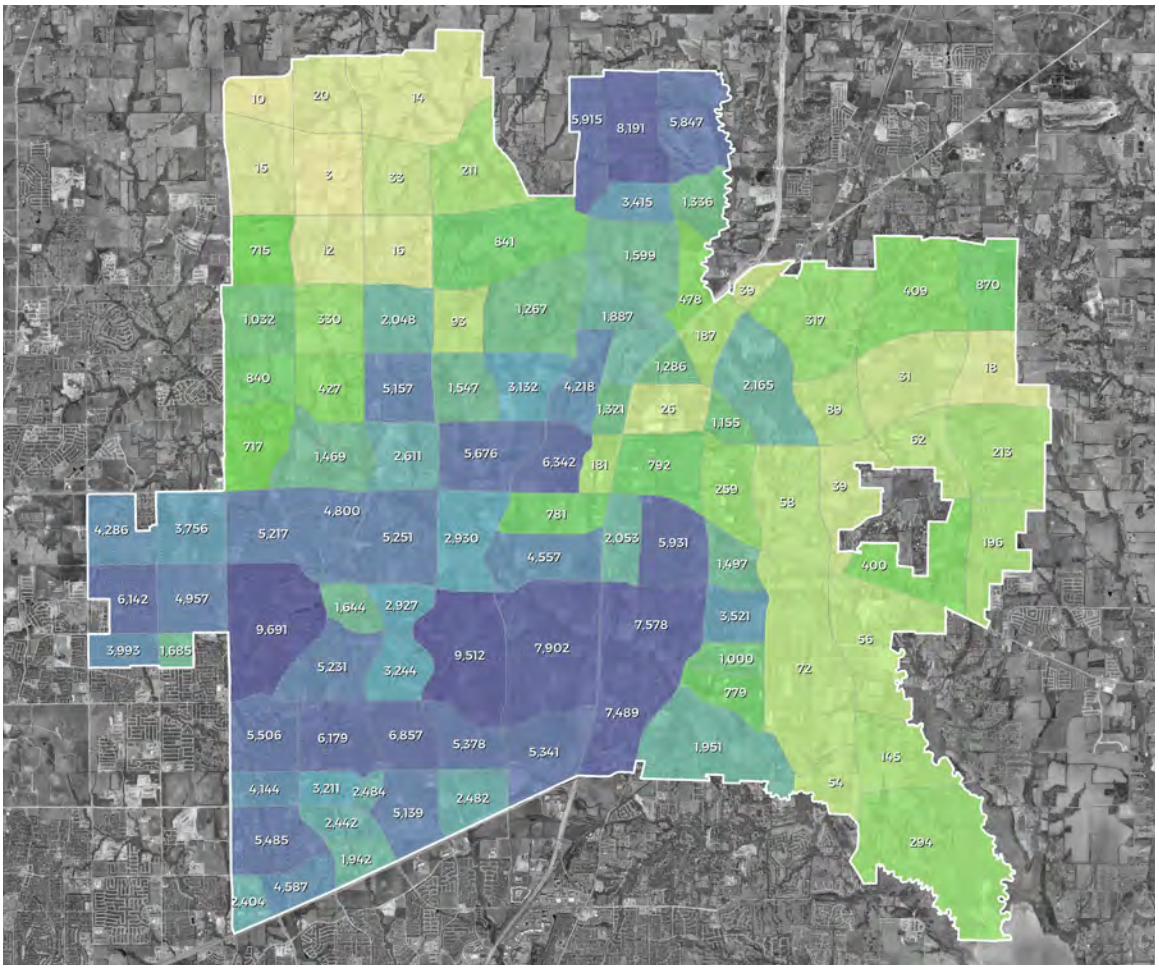
## TABLE 5: 2029 BASELINE CONDITIONS

# APPENDIX

## 2019 POPULATION DISTRIBUTION




## 2029 POPULATION DISTRIBUTION



## SERVICE AREA CHANGES



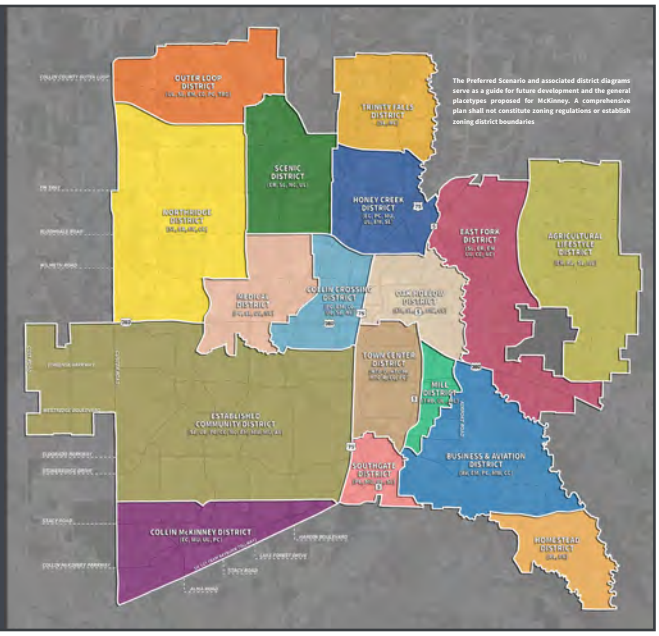

## SUBSERVICE AREAS

# PREFERRED SCENARIO

## PREFERRED SCENARIO

### PLACETYPES

- Aviation (AV)
- Commercial Center (CC)
- Employment Mix (EM)
- Entertainment Center (EC)
- Estate Residential (ER)
- Historic Town Center - Downtown (HTC-D)
- Historic Town Center - Mix (HTC-M)
- Historic Town Center - Residential (HTC-R)
- Manufacturing & Warehousing (MW)
- Mixed Use Center (MU)
- Neighborhood Commercial (NC)
- Professional Campus (PC)
- Rural Residential (RR)
- Suburban Living (SL)
- Transit-Ready Devleopment (TRD)
- Urban Living (UL)




The Preferred Scenario and associated district diagrams serve as a guide for future development and the general placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

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# FUTURE LAND USE DIAGRAM

## LAND USE DIAGRAM

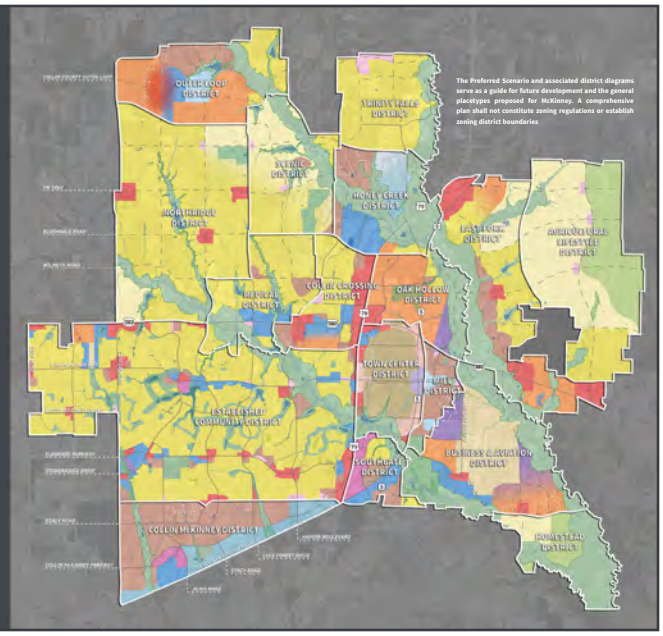
### LEGEND

**Placetypes**

- Aviation
- Commercial Center
- Employment Mix
- Entertainment Center
- Estate Residential
- Historic Town Center - Downtown
- Historic Town Center - Mix
- Historic Town Center - Residential
- Manufacturing & Warehousing
- Mixed Use Center
- Neighborhood Commercial
- Professional Campus
- Rural Residential
- Suburban Living
- Transit-Ready Devleopment
- Urban Living

**Other Features**

- Floodplain / Amenity Zone
- District Boundary




The Preferred Scenario and associated district diagrams serve as a guide for future development and the general placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

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# MASTER THOROUGHFARE PLAN

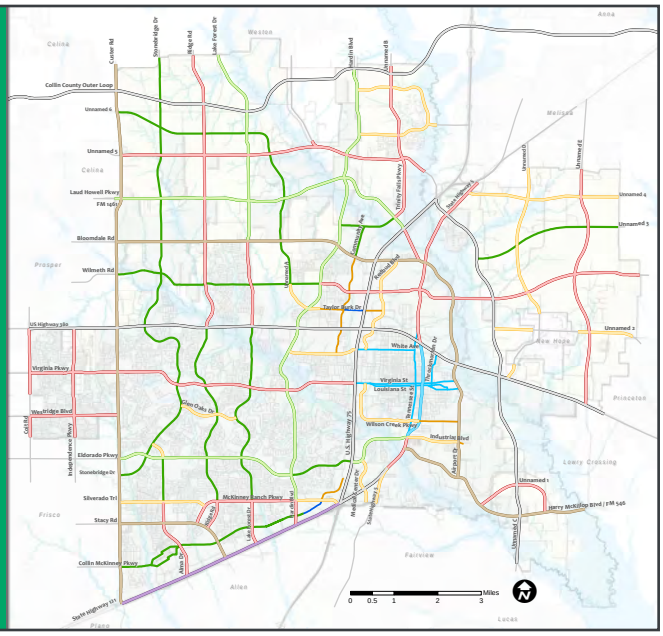
## MASTER THOROUGHFARE PLAN

### LEGEND

- Major Regional Highway/Multi-Modal
- Tollway
- Principal Arterial (130' - 6 lanes)
- Major Arterial (124' - 6 lanes)
- Greenway Arterial (140' - 6 lanes)
- Greenway Arterial (120' - 4 lanes)
- Minor Arterial (100' - 4 lanes divided)
- Minor Arterial (80' - 4 lanes undivided)
- Minor Arterial (70' - 3 lanes)
- Town Thoroughfare (2 lanes)
- Town Thoroughfare (2 lanes one way pairing)
- McKinney City Limits
- McKinney ETJ
- Other Cities

Ord. No. 2018-10-072

**Disclaimer: The Master Thoroughfare Plan provides generalized locations for future thoroughfares. Alignmnets may shift as roads are engineered and designed to accomodate floodplain areas and to meet sound engineering and urban planning principles. The Roadway lines shown on the plan are not precise (site specific) locations of future thoroughfares.**



# 2019 ROADWAY IMPACT FEE UPDATE

McKINNEY®
TEXAS
Unique by nature.

October 2020

Prepared for the City of McKinney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10/7/2020

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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 Rodway 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.

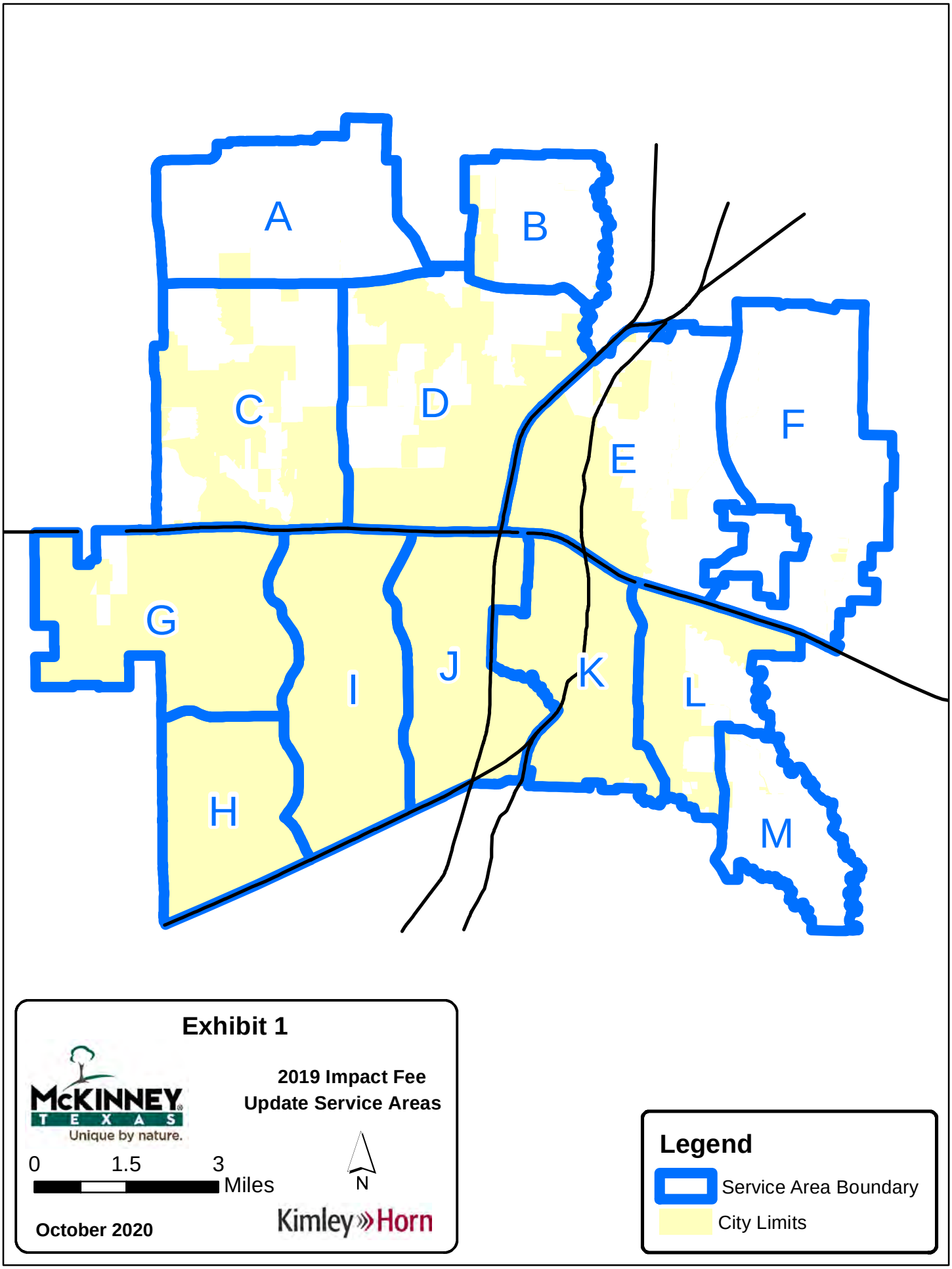
Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

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.


A
B
C
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L
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Exhibit 1
McKINNEY TEXAS
Unique by nature.
2019 Impact Fee
Update Service Areas
0
1.5
3
Miles
N
October 2020
Kimley»Horn
Legend
Service Area Boundary
City Limits

## 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 | | 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 | | 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

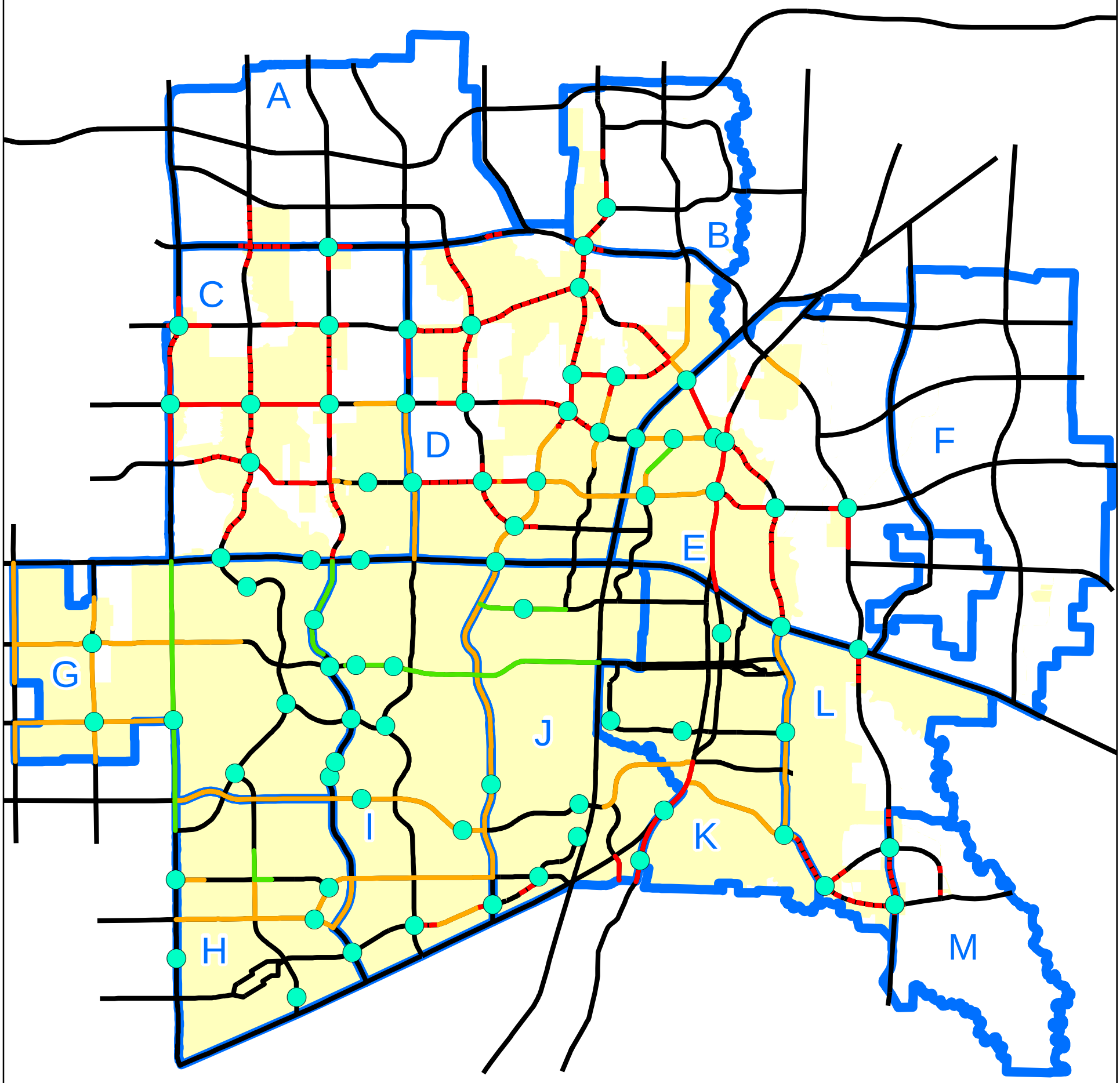
| Service Area | Proj. # | Class | Roadway | Limits | Length (mi) | % In Service Area |
|---|---|---|---|---|---|---|
| L | K-4, L-1 | P6D(1/3) | HARRY MCKILLOP BLVD / FM 546 (2) | AIRPORT DR TO 980' E OF AIRPORT DR | 0.19 | 50% |
| | K-5, L-2 | P6D | HARRY MCKILLOP BLVD / FM 546 (3) | 975' E OF AIRPORT 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.




**Legend**

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

**Exhibit 2**

McKINNEY TEXAS Unique by nature.

**2019 Impact Fee Update RIF RIP**

0 1 2 Miles

N

**October 2020**

Kimley»Horn

# 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.

Project Information

Construction Pay Items

Construction Component Allowances

Summary of Costs and Allowances

**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") (PI<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:** | **$ 985,556** |

**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 Ilumination 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:** | **$ 1,929,057** |
| | | | **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** |

**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 |
|---|---|
| • Unclassified Street Excavation<br>• Lime Treated Subgrade<br>• Concrete Pavement<br>• Top Soil<br>• Curb and Gutter<br>• Turn Lanes and Median Openings<br>• Moisture Conditioning | • Unclassified Street Excavation<br>• Lime Treated Subgrade<br>• HMAC Underlayment<br>• Concrete Pavement<br>• Top Soil<br>• Curb and Gutter<br>• 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 | Intersection | 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 | | 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 | Intersection | 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 | | 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**

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.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 | Intersection | 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** |

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.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** |

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.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 | Intersection | 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 | | 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** |

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.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 | Intersection | 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 |
| | | | | | | | **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** |

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.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 | Intersection | 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**

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.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 | Intersection | 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**

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.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…$L_{Max} = min\ (L * OD\ or\ SA_L)$

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

**Year 2019**

| 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 | TOTAL | |
| A | 306 | 115 | 0.50 | 58 | 23,500 | 0 | 81,515 | 0.32 | 0.58 | 1.26 | 8 | 0 | 103 | 111 | 169 |
| B | 2,834 | 973 | 1.29 | 1,255 | 0 | 0 | 16,699 | 0.82 | 1.50 | 3.26 | 0 | 0 | 54 | 54 | 1,309 |
| C | 8,429 | 2,959 | 3.96 | 11,718 | 227,746 | 632,125 | 278,982 | 2.52 | 4.60 | 7.03 | 574 | 2,908 | 1,961 | 5,443 | 17,161 |
| D | 11,213 | 3,343 | 4.85 | 16,214 | 0 | 3,104,234 | 1,255,451 | 3.16 | 6.90 | 7.03 | 0 | 21,419 | 8,826 | 30,245 | 46,459 |
| E | 3,905 | 1,204 | 4.75 | 5,719 | 3,624,114 | 478,284 | 1,754,956 | 3.02 | 5.52 | 7.03 | 10,945 | 2,640 | 12,337 | 25,922 | 31,641 |
| F | 1,485 | 556 | 0.00 | 0 | 212,216 | 27,295 | 263,232 | 0.00 | 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 | 3.16 | 6.90 | 7.03 | 2,843 | 13,036 | 17,073 | 32,952 | 120,189 |
| H | 29,944 | 12,197 | 4.60 | 56,106 | 581,141 | 1,933,505 | 2,627,061 | 2.93 | 5.35 | 7.03 | 1,703 | 10,344 | 18,468 | 30,515 | 86,621 |
| I | 39,502 | 13,959 | 4.85 | 67,701 | 352,879 | 2,397,595 | 1,433,682 | 3.16 | 6.90 | 7.03 | 1,115 | 16,543 | 10,079 | 27,737 | 95,438 |
| J | 24,011 | 10,072 | 4.85 | 48,849 | 1,649,518 | 2,754,401 | 3,513,500 | 3.16 | 6.90 | 7.03 | 5,212 | 19,005 | 24,700 | 48,917 | 97,766 |
| K | 20,558 | 7,651 | 4.85 | 37,107 | 5,125,000 | 2,871,086 | 2,325,009 | 3.16 | 6.10 | 7.03 | 16,195 | 17,514 | 16,345 | 50,054 | 87,161 |
| L | 182 | 75 | 3.47 | 260 | 561,885 | 499,422 | 82,826 | 2.21 | 4.03 | 7.03 | 1,242 | 2,013 | 582 | 3,837 | 4,097 |
| M | 370 | 164 | 1.49 | 244 | 66,320 | 14,572 | 0 | 0.95 | 1.73 | 3.77 | 63 | 25 | 0 | 88 | 332 |
| **Totals** | **193,011** | **71,255** | | **332,468** | **13,324,039** | **16,601,749** | **16,061,533** | | | | **39,900** | **105,447** | **110,528** | **255,875** | **588,343** |

**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 | TOTAL | |
| A | 306 | 115 | 0.50 | 58 | 23,500 | 0 | 81,515 | 0.32 | 0.58 | 1.26 | 8 | 0 | 103 | 111 | 169 |
| B | 24,705 | 7,932 | 1.29 | 10,232 | 10,071 | 207,903 | 102,935 | 0.82 | 1.50 | 3.26 | 8 | 312 | 336 | 656 | 10,888 |
| C | 15,374 | 5,271 | 3.96 | 20,873 | 227,746 | 1,358,193 | 717,975 | 2.52 | 4.60 | 7.03 | 574 | 6,248 | 5,047 | 11,869 | 32,742 |
| D | 28,583 | 9,620 | 4.85 | 46,657 | 59,635 | 3,804,295 | 2,085,852 | 3.16 | 6.90 | 7.03 | 188 | 26,250 | 14,664 | 41,102 | 87,759 |
| E | 6,411 | 2,077 | 4.75 | 9,866 | 6,106,522 | 678,020 | 2,480,150 | 3.02 | 5.52 | 7.03 | 18,442 | 3,743 | 17,435 | 39,620 | 49,486 |
| F | 2,198 | 674 | 0.00 | 0 | 232,107 | 99,078 | 475,970 | 0.00 | 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 | 3.16 | 6.90 | 7.03 | 2,940 | 13,515 | 22,130 | 38,585 | 127,932 |
| H | 38,383 | 15,692 | 4.60 | 72,183 | 596,073 | 3,740,251 | 3,414,730 | 2.93 | 5.35 | 7.03 | 1,746 | 20,010 | 24,006 | 45,762 | 117,945 |
| I | 43,720 | 15,567 | 4.85 | 75,500 | 464,983 | 2,650,436 | 2,633,350 | 3.16 | 6.90 | 7.03 | 1,469 | 18,288 | 18,512 | 38,269 | 113,769 |
| J | 28,123 | 11,462 | 4.85 | 55,591 | 1,876,524 | 4,487,519 | 4,288,130 | 3.16 | 6.90 | 7.03 | 5,930 | 30,964 | 30,146 | 67,040 | 122,631 |
| K | 22,258 | 8,290 | 4.85 | 40,207 | 5,629,952 | 3,118,346 | 2,656,021 | 3.16 | 6.10 | 7.03 | 17,791 | 19,022 | 18,672 | 55,485 | 95,692 |
| L | 182 | 75 | 3.47 | 260 | 1,159,239 | 612,935 | 99,263 | 2.21 | 4.03 | 7.03 | 2,562 | 2,470 | 698 | 5,730 | 5,990 |
| M | 439 | 187 | 1.49 | 279 | 237,897 | 46,200 | 13,786 | 0.95 | 1.73 | 3.77 | 226 | 80 | 52 | 358 | 637 |
| **Totals** | **262,084** | **95,384** | | **421,053** | **17,554,599** | **22,761,814** | **22,197,557** | | | | **51,884** | **140,902** | **151,801** | **344,587** | **765,640** |

**VEHICLE-MILES OF INCREASE (2019 - 2029)[11]**

| SERVICE AREA | VEH-MILES |
|---|---|
| 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 |
| **Total** | 177,293 |

**Notes:**

[1] From 2019 *Land Use Assumptions* Report

[2] Transportation Demand Factor for each Service Area (from LUVMET) using Single Family Detached Housing land use and *trip generation rate*

[3] Calculated by multiplying TDF by the number of dwelling units

[4] From 2019 Land Use Assumptions Report

[5] *Trip generation rate* and Transportation Demand Factors from LUVMET for each land use

[6] 'Basic' corresponds to General Light Industrial land use and *trip generation rate*

[7] 'Service' corresponds to General Office land use and *trip generation rate*

[8] 'Retail' corresponds to Shopping Center land use and *trip generation rate*

[9] Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

[10] Residential plus non-residential vehicle-mile totals for each Service Area

[11] 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 | *Total Vehicle-Miles of Capacity Added by the RIF RIP* | 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 | *Total Vehicle-Miles of Existing Demand* | 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) |

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 | *Total Vehicle-Miles of Existing Deficiencies* | Number of vehicle-miles of travel that are not accommodated by the existing roadway system (from Appendix C – Existing Facilities Inventory) |

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 | *Net Amount of Vehicle-Miles of Capacity Added* | 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) |

This calculation identifies the portion of the Impact Fee RIP (in vehicle-miles) that may be recoverable through the collection of impact fees.

| | | |
|---|---|---|
| 5 | *Total Cost of the RIP within the Service Area* | The total cost of the projects within each service area (from Table 5: 10-Year Roadway Impact Fee RIP with Conceptual Level Cost Opinions) |

This line simply identifies the total cost of all of the projects identified in each service area.

| | | |
|---|---|---|
| 6 | *Cost of Net Capacity Supplied* | 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)] |

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 | *Cost to Meet Existing Needs and Usage* | 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) |

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 | *Total Vehicle-Miles of New Demand over Ten Years* | 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) |

This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

| | | |
|---|---|---|
| 9 | *Percent of Capacity Added Attributable to New Growth* | 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 | *Chapter 395 Check* | |

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 | *Cost of Capacity Added Attributable to New Growth* | 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). |

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

| | SERVICE AREA: | 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)** | 2,653 | 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**) | 0 | 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 | 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) | 2,653 | 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)** | $ 9,968,117 | $ 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) | $ 9,968,117 | $ 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 | $ 6,444,639 | $ 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**) | 0 | 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) | 0.0% | 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 | 0.0% | 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) | $ - | $ 9,638,193 | $ 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 | $ 9,640,068 | $ 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**) | $ - | $ - | $ (1,784,813) | $ (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) | $ (17,212,335) | $ (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 | $ 146,976,031 | $ 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 | $ 3,559 | $ 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) | $ (601,239) | $ (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 | $ 141,971,941 | $ 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 | $2,808 | $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 (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 - A | Veh-Mi Per Dev-Unit SA - A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 0.50 | |
| **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 |
| Residentail 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 | 0.50 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 1.30 | |
| **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 |
| Residentail 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

Kimley»Horn

McKINNEY TEXAS Unique by nature.

# Table 11.C. Service Area C - 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 - C | Veh-Mi Per Dev-Unit SA - C |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 4.00 | |
| **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 |
| Residentail 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 (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 - D | Veh-Mi Per Dev-Unit SA - D |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 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 |
| Residentail 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 4.80 | |
| **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 |
| Residentail 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 0.00 | |
| **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 |
| Residentail 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 |
| Residentail 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.H. Service Area H - 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 - H | Veh-Mi Per Dev-Unit SA - H |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 4.65 | |
| **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 |
| Residentail 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 |
| Residentail 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 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 |
| Residentail 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 |
| Residentail 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 3.50 | |
| **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 |
| Residentail 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 1.50 | |
| **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 |
| Residentail 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 included 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 Condominiumn / 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 prop 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 Facilites | 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 upholstering |
| 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 |
| | *From Table 11 [Land Use – Vehicle-Mile Equivalency Table]*<br>Development Type: 1 Dwelling Unit of Single-Family Detached Housing<br>Number of Development Units: 1 Dwelling Unit<br>Veh-Mi Per Development Unit: 3.96 |
| Step 2 | Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile) |
| | *From Table 10, Line 19 [Maximum Assessable Fee Per Service Unit]*<br>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<br>Impact Fee = 1 * 3.96 * $2,808<br>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 |
| | *From Table 11 [Land Use – Vehicle-Mile Equivalency Table]*<br>Development Type: 50,000 square feet of Home Improvement Store<br>Development Unit: 50 thousand square feet of Gross Floor Area<br>Veh-Mi Per Development Unit: 7.03 |
| Step 2 | Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile) |
| | *From Table 10, Line 19 [Maximum Assessable Fee Per Service Unit]*<br>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<br>Impact Fee = 50 * 7.03 * $1,265<br>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 assesses (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

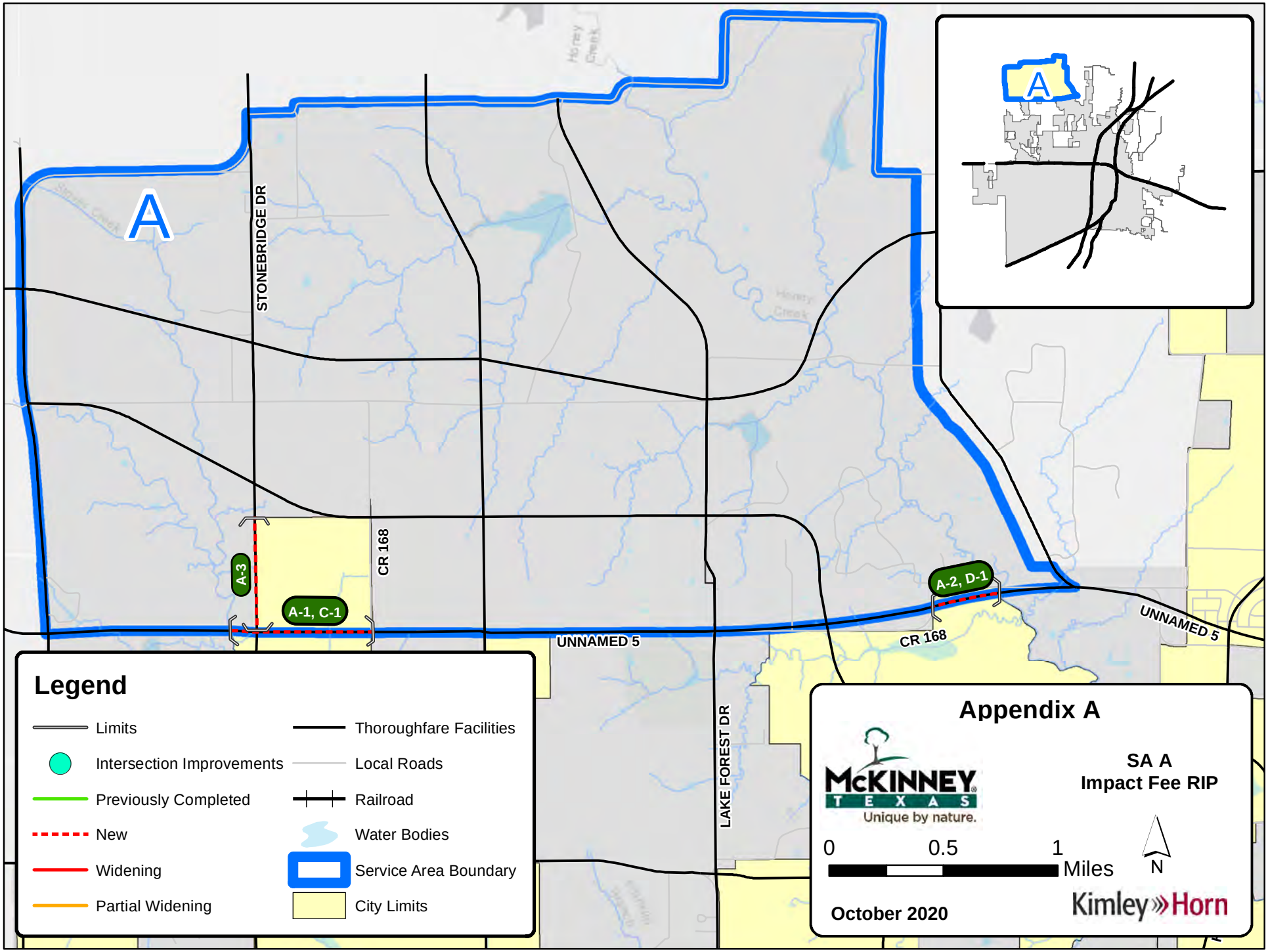
## D. Plan for Awarding the Roadway Impact Fee Credit Summary

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


A
STONEBRIDGE DR
CR 168
A-3
A-1, C-1
UNNAMED 5
LAKE FOREST DR
A-2, D-1
CR 168
UNNAMED 5
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 A
Impact Fee RIP
0
0.5
1
Miles
N
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 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 Ilumination 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.
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. | 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 Ilumination 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.
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. | 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 Ilumination System | 6% | $ 104,486 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 644,329** |

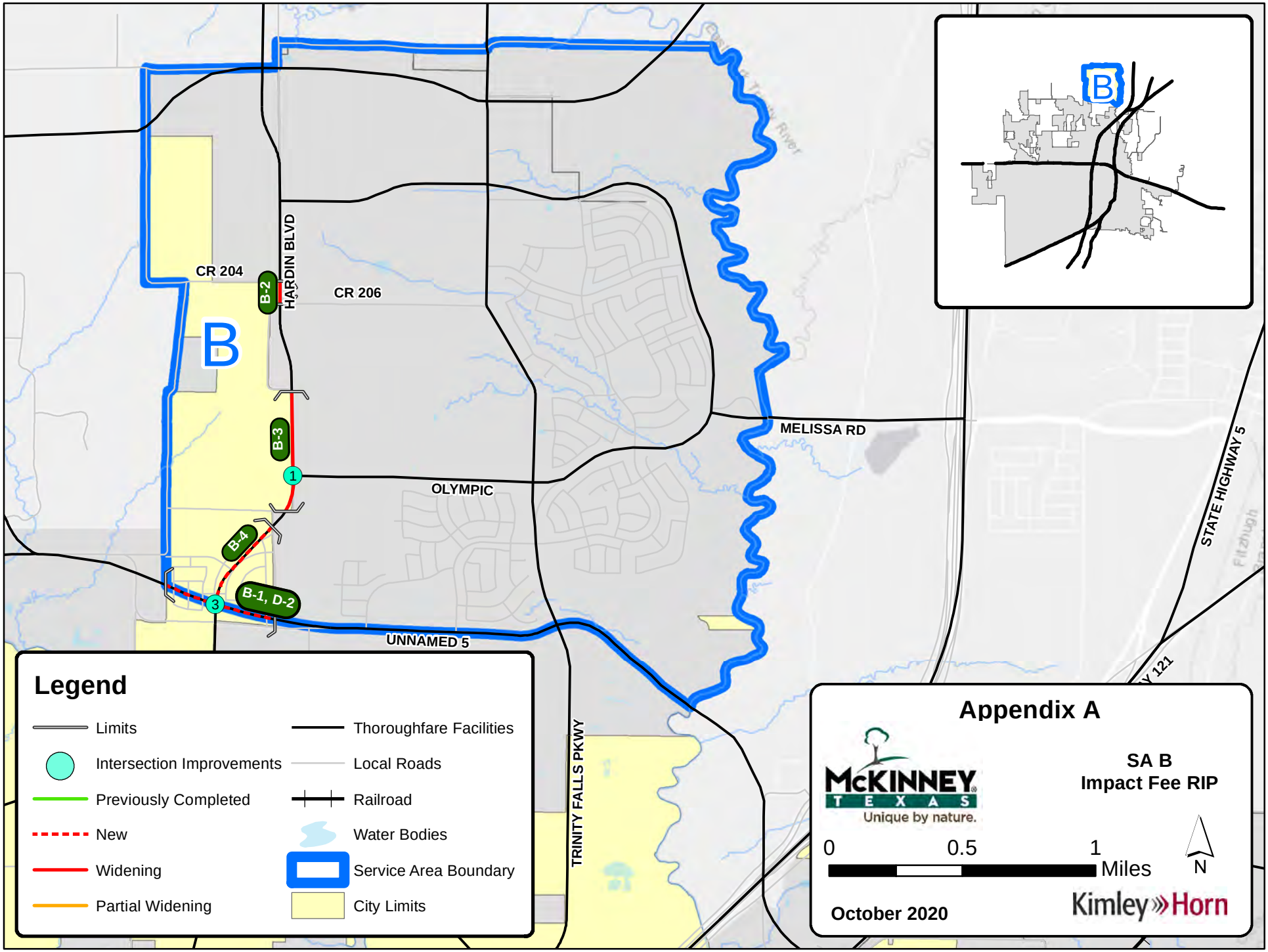
**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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.
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.


B
CR 204
HARDIN BLVD
CR 206
B-2
B-3
B-4
B-1, D-2
1
3
OLYMPIC
MELISSA RD
STATE HIGHWAY 5
UNNAMED 5
TRINITY FALLS PKWY
Legend
Limits
Intersection Improvements
Previously Completed
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Appendix A
McKINNEY TEXAS
Unique by nature.
SA B
Impact Fee RIP
0
0.5
1
Miles
N
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 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.** **B-1, D-2**

**This project consists of the construction of a new six-lane divided major arterial.**

| | |
|---|---|
| **Name:** | UNNAMED 5 (4) |
| **Limits:** | 1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD |
| **Impact Fee Class:** | M6D |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 2,250 |
| **Service Area(s):** | B and D |

## Roadway Construction Cost Projection

| No. | Item Description | Quantity | Unit | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 109 | Unclassified Street Excavation | 25,000 | cy | $ 10.00 | $ 250,000 |
| 209 | Lime Treated Subgrade (8") (PI<12) | 19,500 | sy | $ 7.00 | $ 136,500 |
| 309 | 9" Concrete Pavement | 18,500 | sy | $ 60.00 | $ 1,110,000 |
| 409 | 4" Topsoil | 8,750 | sy | $ 2.50 | $ 21,875 |
| 509 | 6" Curb & Gutter | 9,000 | lf | $ 5.00 | $ 45,000 |
| 609 | Allotment for Turn Lanes and Median Openings | 1,373 | sy | $ 77.00 | $ 105,729 |
| 709 | Moisture Conditioning | 19,500 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 109,506 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 675,289** |

| | | |
|---|---|---|
| **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** |

**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. | B-2 |
|---|---|---|---|---|
| **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.** | | |
| **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 | None Anticipated | | $ - |
| √ | Water | Incidental Adjustments | 3% | $ 10,239 |
| √ | Sewer | Incidental Adjustments | 3% | $ 10,239 |
| √ | Establish Turf / Erosion Control | | 2% | $ 6,826 |
| √ | Illumination | Standard Ilumination System | 6% | $ 20,478 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 153,586** |
| | | | **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** |

**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. | B-3 |
|---|---|---|---|---|
| **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.** | | |
| **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 | None Anticipated | | $ - |
| √ | Water | Incidental Adjustments | 3% | $ 56,491 |
| √ | Sewer | Incidental Adjustments | 3% | $ 56,491 |
| √ | Establish Turf / Erosion Control | | 2% | $ 37,661 |
| √ | Illumination | Standard Ilumination System | 6% | $ 112,983 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 847,370** |

| | | |
|---|---|---|
| **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** |

**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. | B-4 |
|---|---|---|---|---|
| **Name:** | HARDIN BLVD (3) | **This project consists of the construction of a new six-lane divided greenway arterial.** | | |
| **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 Ilumination System | 6% | $ 91,328 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 563,187** |

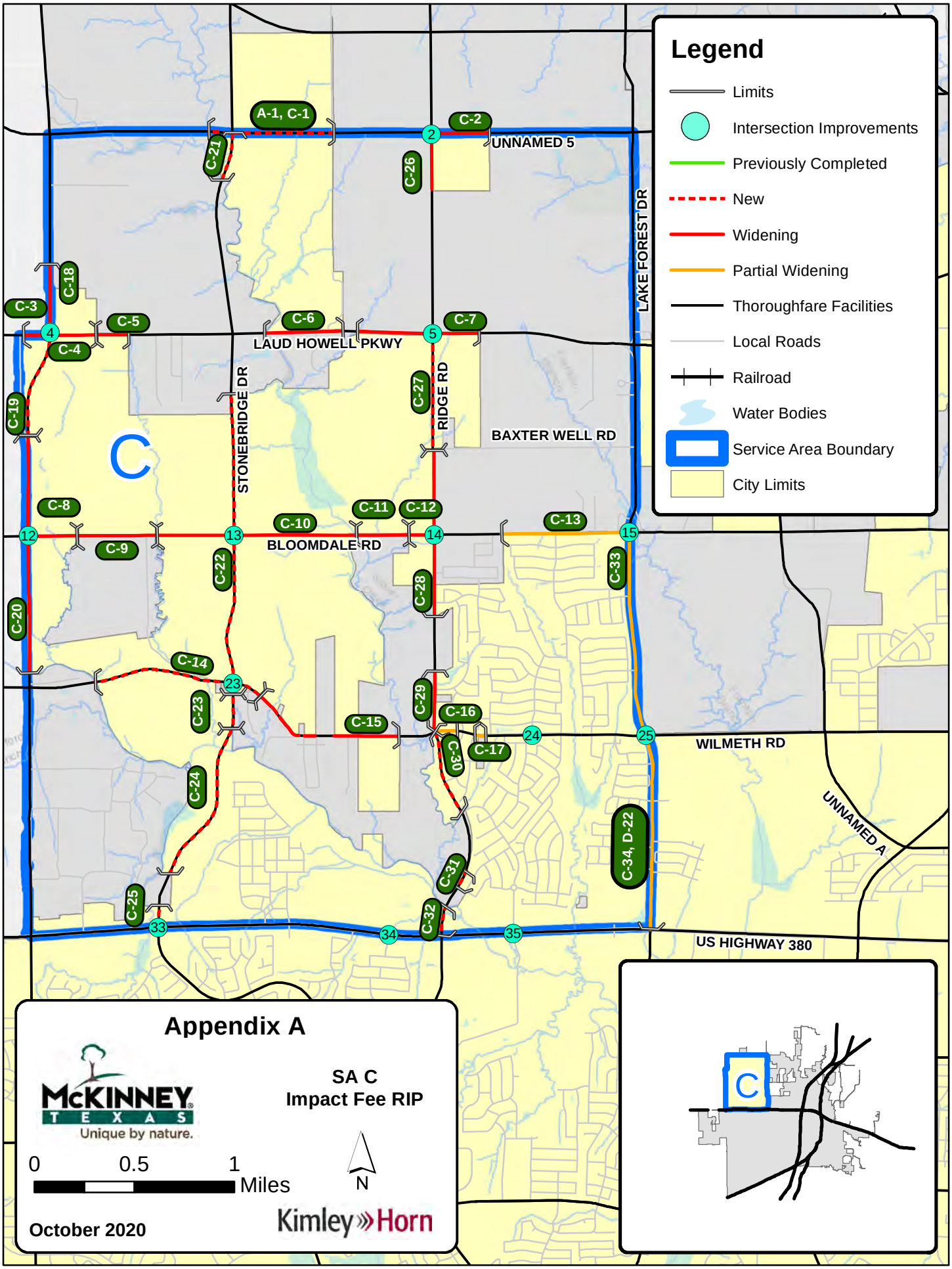
| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 2,085,315** |
| **Mobilization:** | 5% | $ 104,266 |
| **Site Preparation:** | 5% | $ 104,266 |
| **Construction Cost TOTAL:** | | **$ 2,294,000** |
| **Construction Contingency:** | 15% | $ 344,100 |
| **Construction Cost TOTAL W/ CONTINGENCY:** | | **$ 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** |

**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
A-1, C-1
C-2
UNNAMED 5
C-21
C-26
C-18
C-3
C-5
C-6
C-7
C-4
LAUD HOWELL PKWY
LAKE FOREST DR
C-19
STONEBRIDGE DR
C-27
RIDGE RD
BAXTER WELL RD
C
C-8
C-11
C-12
C-10
C-13
C-9
BLOOMDALE RD
C-22
C-33
C-28
C-20
C-14
C-23
C-29
C-16
C-15
C-17
C-30
WILMETH RD
C-24
UNNAMED A
C-34, D-22
C-31
C-25
C-32
US HIGHWAY 380
2
4
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12
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35
Appendix A
McKINNEY TEXAS
Unique by nature.
SA C
Impact Fee RIP
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Miles
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October 2020
Kimley»Horn
C

# 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.

# 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 Ilumination 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.
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-2 |
|---|---|---|---|---|
| **Name:** | UNNAMED 5 (2) | **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:** | 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 Ilumination 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** |

**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-3 |
|---|---|---|---|---|
| **Name:** | LAUD HOWELL PKWY (1) 695' W OF CUSTER RD TO | **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:** | CUSTER RD | | | |
| **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 Ilumination System | 6% | $ 31,035 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 232,759** |

| | | |
|---|---|---|
| **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** |

**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-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 | | 25% | $ 227,922 |
| | Special Drainage Structures | None Anticipated | | $ - |
| √ | Water | Incidental Adjustments | 3% | $ 27,351 |
| √ | Sewer | Incidental Adjustments | 3% | $ 27,351 |
| √ | Establish Turf / Erosion Control | | 2% | $ 18,234 |
| √ | Illumination | Standard Ilumination System | 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** |

**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-5 |
|---|---|---|---|---|
| **Name:** | LAUD HOWELL PKWY (3)<br>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.** | | |
| **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 Ilumination System | 6% | $ 37,733 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 282,995** |

| | | |
|---|---|---|
| **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** |

**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. | C-6 |
|---|---|---|---|---|
| **Name:** | LAUD HOWELL PKWY (4) | **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:** | 840' E OF STONEBRIDGE DR TO 2,905' E OF STONEBRIDGE DR | | | |
| **Impact Fee Class:** | G6D | | | |
| **Thoroughfare Class:** | Greenway Arterial | | | |
| **Length (lf):** | 2,065 | | | |
| **Service Area(s):** | 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 Ilumination 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** |

**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-7 |
|---|---|---|---|---|
| **Name:** | LAUD HOWELL PKWY (5) 1,985' W OF RIDGE RD TO 1,230' E | **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:** | 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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 116 | Unclassified Street Excavation | 19,647 | cy | $ 15.00 | $ 294,708 |
| 216 | Lime Treated Subgrade (8") (PI<12) | 25,720 | sy | $ 7.00 | $ 180,040 |
| 316 | 4" TY D HMAC Underlayment | 24,291 | sy | $ 5.00 | $ 121,456 |
| 416 | 9" Concrete Pavement | 24,291 | sy | $ 60.00 | $ 1,457,467 |
| 516 | 4" Topsoil | 20,362 | sy | $ 4.00 | $ 81,447 |
| 616 | 6" Curb & Gutter | 12,860 | lf | $ 5.00 | $ 64,300 |
| 716 | Allotment for Turn Lanes and Median Openings | 2,222 | sy | $ 87.00 | $ 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 Ilumination System | 6% | $ 143,563 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 1,076,722** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | C-8 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (1) | **This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.** | | |
| **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 Ilumination 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** |

**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. | C-9 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (2) | **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.** | | |
| | 1,310' E OF CUSTER RD TO 2,030' | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 113 | Unclassified Street Excavation | 23,389 | cy | $ 10.00 | $ 233,889 |
| 213 | Lime Treated Subgrade (8") (PI<12) | 18,243 | sy | $ 7.00 | $ 127,703 |
| 313 | 9" Concrete Pavement | 17,308 | sy | $ 60.00 | $ 1,038,467 |
| 413 | 4" Topsoil | 9,589 | sy | $ 2.50 | $ 23,974 |
| 513 | 6" Curb & Gutter | 8,420 | lf | $ 5.00 | $ 42,100 |
| 613 | Allotment for Turn Lanes and Median Openings | 1,285 | sy | $ 77.00 | $ 98,916 |
| 713 | Moisture Conditioning | 18,243 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 102,660 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 1,019,948** |

| | | |
|---|---|---|
| **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** |

**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-10 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (3) | **This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.** | | |
| **Limits:** | 2,030' W OF STONEBRIDGE DR TO 3,245' E OF STONEBRIDGE DR | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 113 | Unclassified Street Excavation | 58,611 | cy | $ 10.00 | $ 586,111 |
| 213 | Lime Treated Subgrade (8") (PI<12) | 45,717 | sy | $ 7.00 | $ 320,017 |
| 313 | 9" Concrete Pavement | 43,372 | sy | $ 60.00 | $ 2,602,333 |
| 413 | 4" Topsoil | 24,031 | sy | $ 2.50 | $ 60,076 |
| 513 | 6" Curb & Gutter | 21,100 | lf | $ 5.00 | $ 105,500 |
| 613 | Allotment for Turn Lanes and Median Openings | 3,219 | sy | $ 77.00 | $ 247,876 |
| 713 | Moisture Conditioning | 45,717 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 257,259 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 3,229,441** |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | C-11 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (4) | **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:** | 3,245' E OF STONEBRIDGE DR TO 695' W OF RIDGE RD | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 113 | Unclassified Street Excavation | 15,167 | cy | $ 10.00 | $ 151,667 |
| 213 | Lime Treated Subgrade (8") (PI<12) | 11,830 | sy | $ 7.00 | $ 82,810 |
| 313 | 9" Concrete Pavement | 11,223 | sy | $ 60.00 | $ 673,400 |
| 413 | 4" Topsoil | 6,218 | sy | $ 2.50 | $ 15,546 |
| 513 | 6" Curb & Gutter | 5,460 | lf | $ 5.00 | $ 27,300 |
| 613 | Allotment for Turn Lanes and Median Openings | 833 | sy | $ 77.00 | $ 64,142 |
| 713 | Moisture Conditioning | 11,830 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 66,570 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 749,277** |

| | | |
|---|---|---|
| **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** |

**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-12 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (5) | **This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.** | | |
| **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 Ilumination 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** |

**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-13 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (6) | **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:** | 3,400' W OF LAKE FOREST DR TO 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 Ilumination 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** |

**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-14 |
|---|---|---|---|---|
| **Name:** | WILMETH RD (1) | **This project consists of the construction of a new four-lane divided greenway arterial.** | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 107 | Unclassified Street Excavation | 44,391 | cy | $ 10.00 | $ 443,911 |
| 207 | Lime Treated Subgrade (8") (PI<12) | 33,293 | sy | $ 7.00 | $ 233,053 |
| 307 | 8" Concrete Pavement | 31,276 | sy | $ 55.00 | $ 1,720,156 |
| 407 | 4" Topsoil | 21,691 | sy | $ 2.50 | $ 54,228 |
| 507 | 6" Curb & Gutter | 18,160 | lf | $ 5.00 | $ 90,800 |
| 607 | Allotment for Turn Lanes and Median Openings | 2,666 | sy | $ 72.00 | $ 191,918 |
| 707 | Moisture Conditioning | 33,293 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 180,025 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | C-15 |
|---|---|---|---|---|
| **Name:** | WILMETH RD (2) | **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:** | 815' E OF STONEBRIDGE DR TO 995' W OF RIDGE RD | | | |
| **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 Ilumination 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** |

**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-16 |
|---|---|---|---|---|
| **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.** | | |
| **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** |

**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:

| | |
|---|---|
| **Name:** | WILMETH RD (4) |
| **Limits:** | 1,095' E OF RIDGE RD TO 1,365' E OF RIDGE RD |
| **Impact Fee Class:** | G4D(1/2) |
| **Thoroughfare Class:** | Greenway Arterial |
| **Length (lf):** | 270 |
| **Service Area(s):** | C, Half |

**Description:** **Project No.** **C-17**

**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.**

## 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** |

**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-18 |
|---|---|---|---|---|
| **Name:** | CUSTER RD (1)<br>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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 113 | Unclassified Street Excavation | 10,306 | cy | $ 15.00 | $ 154,583 |
| 213 | Lime Treated Subgrade (8") (PI<12) | 16,077 | sy | $ 7.00 | $ 112,537 |
| 313 | 4" TY D HMAC Underlayment | 15,252 | sy | $ 5.00 | $ 76,261 |
| 413 | 9" Concrete Pavement | 15,252 | sy | $ 60.00 | $ 915,133 |
| 513 | 4" Topsoil | 8,451 | sy | $ 4.00 | $ 33,802 |
| 613 | 6" Curb & Gutter | 7,420 | lf | $ 5.00 | $ 37,100 |
| 713 | Allotment for Turn Lanes and Median Openings | 1,132 | sy | $ 87.00 | $ 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 Ilumination System | 6% | $ 85,674 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 642,557** |

| | | |
|---|---|---|
| **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** |

**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. | 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 Ilumination System | 6% | $ 128,165 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 790,351** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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-20 |
|---|---|---|---|---|
| **Name:** | CUSTER RD (3) | **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:** | 2,655 N OF BLOOMDALE RD TO 375' N OF WILMETH RD | | | |
| **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 Ilumination System | 6% | $ 289,815 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 3,673,610** |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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-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 Ilumination System | 6% | $ 50,756 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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-22 |
|---|---|---|---|---|
| **Name:** | STONEBRIDGE DR (3) | **This project consists of the construction of a new four-lane divided greenway arterial.** | | |
| | 1,570' S OF LAUD HOWELL PKWY | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 107 | Unclassified Street Excavation | 78,173 | cy | $ 10.00 | $ 781,733 |
| 207 | Lime Treated Subgrade (8") (PI<12) | 58,630 | sy | $ 7.00 | $ 410,410 |
| 307 | 8" Concrete Pavement | 55,077 | sy | $ 55.00 | $ 3,029,217 |
| 407 | 4" Topsoil | 38,198 | sy | $ 2.50 | $ 95,496 |
| 507 | 6" Curb & Gutter | 31,980 | lf | $ 5.00 | $ 159,900 |
| 607 | Allotment for Turn Lanes and Median Openings | 4,694 | sy | $ 72.00 | $ 337,970 |
| 707 | Moisture Conditioning | 58,630 | sy | $ 8.00 | $ 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 Ilumination 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** |

**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. | C-23 |
|---|---|---|---|---|
| **Name:** | STONEBRIDGE DR (4) | **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:** | 280' S OF WILMETH RD TO 1,195' S OF WILMETH RD | | | |
| **Impact Fee Class:** | G4D | | | |
| **Thoroughfare Class:** | Greenway Arterial | | | |
| **Length (lf):** | 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 Ilumination System | 6% | $ 36,283 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 473,742** |

| | | |
|---|---|---|
| **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | C-24 |
|---|---|---|---|---|
| **Name:** | STONEBRIDGE DR (5) | **This project consists of the construction of a new four-lane divided greenway arterial.** | | |
| **Limits:** | 1,195' S OF WILMETH RD TO 5,555' S OF WILMETH RD | | | |
| **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 Ilumination System | 6% | $ 172,887 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | 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 Ilumination 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** |

**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:

| | |
|---|---|
| **Name:** | RIDGE RD (1) |
| | UNNAMED 5 TO 1,485' S OF |
| **Limits:** | UNNAMED 5 |
| **Impact Fee Class:** | M6D |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 1,485 |
| **Service Area(s):** | C, Half |

**Description:** **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.**

**Project No.** **C-26**

## 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 Ilumination System | 6% | $ 72,274 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 542,056** |

| | | |
|---|---|---|
| **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** |

**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-27** |
| **Name:** | RIDGE RD (2) | **This project consists of the construction of a new six-lane divided major arterial.** | |
| **Limits:** | LAUD HOWELL PKWY TO BAXTER WELL RD | | |
| **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 Ilumination System | 6% | $ 151,362 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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-28 |
|---|---|---|---|---|
| **Name:** | RIDGE RD (3) | **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:** | BAXTER WELL RD TO 2,160' S OF BLOOMDALE RD | | | |
| **Impact Fee Class:** | M6D | | | |
| **Thoroughfare Class:** | Major Arterial | | | |
| **Length (lf):** | 4,390 | | | |
| **Service Area(s):** | 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 Ilumination System | 6% | $ 213,659 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 1,602,441** |

| | | |
|---|---|---|
| **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** |

**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. | C-29 |
|---|---|---|---|---|
| **Name:** | RIDGE RD (4) | **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.** | | |
| | 1,590' N OF WILMETH RD TO | | | |
| **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 Ilumination 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** |

**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. | C-30 |
|---|---|---|---|---|
| **Name:** | RIDGE RD (5) | **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 TO 2,280' S OF WILMETH RD | | | |
| **Impact Fee Class:** | M6D(1/3) | | | |
| **Thoroughfare Class:** | Major Arterial | | | |
| **Length (lf):** | 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** |

**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-31 |
|---|---|---|---|---|
| **Name:** | RIDGE RD (6) | **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:** | 1,860' N OF US HIGHWAY 380 TO 1,390' N OF US HIGHWAY 380 | | | |
| **Impact Fee Class:** | M6D(1/3) | | | |
| **Thoroughfare Class:** | Major Arterial | | | |
| **Length (lf):** | 470 | | | |
| **Service Area(s):** | C, Half | | | |

## Roadway Construction Cost Projection

| No. | Item Description | Quantity | Unit | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 111 | Unclassified Street Excavation | 1,462 | cy | $ 10.00 | $ 14,622 |
| 211 | Lime Treated Subgrade (8") (PI<12) | 1,410 | sy | $ 7.00 | $ 9,870 |
| 311 | 9" Concrete Pavement | 1,306 | sy | $ 60.00 | $ 78,333 |
| 411 | 4" Topsoil | 418 | sy | $ 2.50 | $ 1,044 |
| 511 | 6" Curb & Gutter | 940 | lf | $ 5.00 | $ 4,700 |
| 611 | Allotment for Turn Lanes and Median Openings | 287 | sy | $ 77.00 | $ 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: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | C-32 |
|---|---|---|---|---|
| **Name:** | RIDGE RD (7) | **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:** | 775' N OF US HIGHWAY 380 TO US 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.
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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-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: | | | |
| | | | **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** |

****Allowances based on % of Paving Construction Cost Subtotal**

## 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** |

**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. | 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**:**

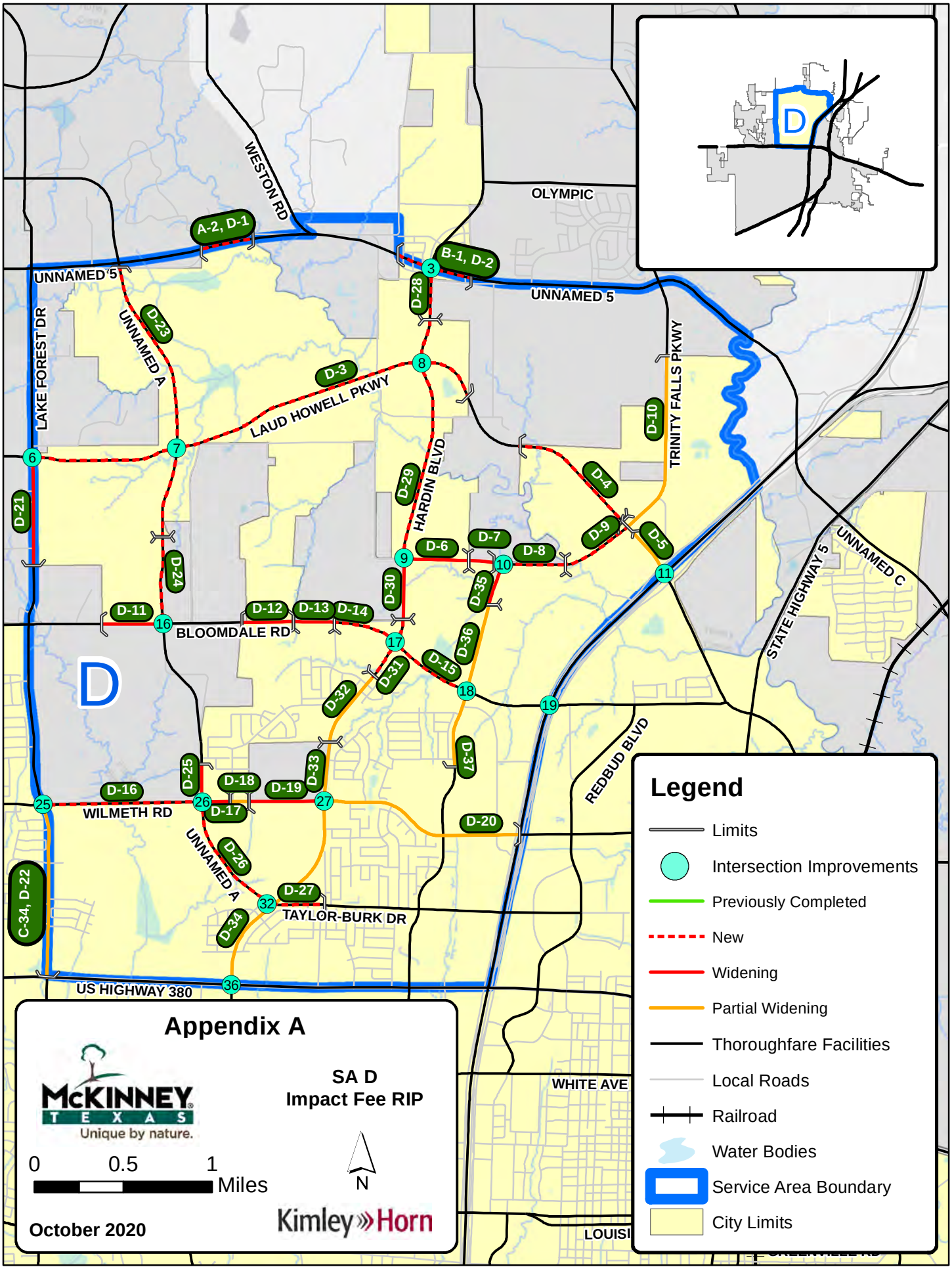
| | Item Description | Notes | Allowance | Item Cost |
|---|---|---|---|---|
| √ | Traffic Control | Construction Phase Traffic Control | 3% | $ 42,991 |
| √ | Pavement Markings/Markers | | 3% | $ 42,991 |
| | Roadway Drainage | None Anticipated | 0% | $ - |
| | Special Drainage Structures | None Anticipated | | $ - |
| | 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** |

**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.


Appendix A
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Impact Fee RIP
McKINNEY TEXAS
Unique by nature.
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October 2020
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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
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WESTON RD
OLYMPIC
UNNAMED 5
LAKE FOREST DR
UNNAMED A
LAUD HOWELL PKWY
HARDIN BLVD
TRINITY FALLS PKWY
BLOOMDALE RD
STATE HIGHWAY 5
UNNAMED C
REDBUD BLVD
WILMETH RD
TAYLOR-BURK DR
US HIGHWAY 380
WHITE AVE
A-2, D-1
B-1, D-2
D-3
D-4
D-5
D-6
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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 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** |

**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-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 Ilumination 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.
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.** **B-1, D-2**

**This project consists of the construction of a new six-lane divided major arterial.**

| | |
|---|---|
| **Name:** | UNNAMED 5 (4) |
| **Limits:** | 1,050' W OF HARDIN BLVD TO 1,200' E OF HARDIN BLVD |
| **Impact Fee Class:** | M6D |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 2,250 |
| **Service Area(s):** | B and D |

## Roadway Construction Cost Projection

| No. | Item Description | Quantity | Unit | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 109 | Unclassified Street Excavation | 25,000 | cy | $ 10.00 | $ 250,000 |
| 209 | Lime Treated Subgrade (8") (PI<12) | 19,500 | sy | $ 7.00 | $ 136,500 |
| 309 | 9" Concrete Pavement | 18,500 | sy | $ 60.00 | $ 1,110,000 |
| 409 | 4" Topsoil | 8,750 | sy | $ 2.50 | $ 21,875 |
| 509 | 6" Curb & Gutter | 9,000 | lf | $ 5.00 | $ 45,000 |
| 609 | Allotment for Turn Lanes and Median Openings | 1,373 | sy | $ 77.00 | $ 105,729 |
| 709 | Moisture Conditioning | 19,500 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 109,506 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 675,289** |

| | | |
|---|---|---|
| **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** |

**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. | 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 Ilumination System | 6% | $ 658,830 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 9,162,786** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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.** **D-4** |
| **Name:** | LAUD HOWELL PKWY (7) | **This project consists of the construction of a new six-lane divided greenway arterial.** | |
| | 4,170' N OF TRINITY FALLS PKWY | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 116 | Unclassified Street Excavation | 48,033 | cy | $ 10.00 | $ 480,333 |
| 216 | Lime Treated Subgrade (8") (PI<12) | 31,440 | sy | $ 7.00 | $ 220,080 |
| 316 | 9" Concrete Pavement | 29,693 | sy | $ 60.00 | $ 1,781,600 |
| 416 | 4" Topsoil | 24,890 | sy | $ 2.50 | $ 62,225 |
| 516 | 6" Curb & Gutter | 15,720 | lf | $ 5.00 | $ 78,600 |
| 616 | Allotment for Turn Lanes and Median Openings | 2,716 | sy | $ 77.00 | $ 209,127 |
| 716 | Moisture Conditioning | 31,440 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 185,009 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 1,390,890** |

| | | |
|---|---|---|
| **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** |

**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. | D-5 |
|---|---|---|---|---|
| **Name:** | LAUD HOWELL PKWY (8) | **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: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | 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 Ilumination 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** |

**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. | D-7 |
|---|---|---|---|---|
| **Name:** | TRINITY FALLS PKWY (2) | **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 nothern half of the roadway is not included in the Impact Fee RIP.** | | |
| **Limits:** | 1,910' E OF HARDIN BLVD TO 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 Ilumination System | 6% | $ 30,335 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 227,509** |

| | | |
|---|---|---|
| **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** |

**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:

| | | | |
|---|---|---|---|
| **Name:** | TRINITY FALLS PKWY (3) COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY | **Description:** | **This project consists of the construction of a new four-lane divided greenway arterial. Based on the existing City Limits, the nothern half of the roadway is not included in the Impact Fee RIP.** |
| **Limits:** | | **Project No.** | **D-8** |
| **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 Ilumination System | 6% | $ 72,169 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 1,845,039** |

| | | |
|---|---|---|
| **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | D-9 |
|---|---|---|---|---|
| **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.** | | |
| **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 Ilumination System | 6% | $ 87,237 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 2,837,959** |

| | | |
|---|---|---|
| **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | D-10 |
|---|---|---|---|---|
| **Name:** | TRINITY FALLS PKWY (5)<br>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 (lf):** | 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** |

**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. | D-11 |
|---|---|---|---|---|
| **Name:** | BLOOMDALE RD (7) | **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.** | | |
| | 1,820' W OF TAYLOR-BURK DR TO | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 113 | Unclassified Street Excavation | 20,222 | cy | $ 10.00 | $ 202,222 |
| 213 | Lime Treated Subgrade (8") (PI<12) | 15,773 | sy | $ 7.00 | $ 110,413 |
| 313 | 9" Concrete Pavement | 14,964 | sy | $ 60.00 | $ 897,867 |
| 413 | 4" Topsoil | 8,291 | sy | $ 2.50 | $ 20,728 |
| 513 | 6" Curb & Gutter | 7,280 | lf | $ 5.00 | $ 36,400 |
| 613 | Allotment for Turn Lanes and Median Openings | 1,111 | sy | $ 77.00 | $ 85,523 |
| 713 | Moisture Conditioning | 15,773 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 88,760 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | 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 Ilumination System | 6% | $ 74,861 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | D-13 |
|---|---|---|---|---|
| **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.** | | |
| **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 Ilumination System | 6% | $ 59,743 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 698,069** |

| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 1,693,779** |
| **Mobilization:** | 5% | $ 84,689 |
| **Site Preparation:** | 5% | $ 84,689 |
| **Construction Cost TOTAL:** | | **$ 1,864,000** |
| **Construction Contingency:** | 15% | $ 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** |

**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. | D-14 |
|---|---|---|---|---|
| **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.** | | |
| **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 Ilumination 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** |

**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. | 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** |

**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. | 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 Ilumination System | 6% | $ 188,550 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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.** **D-17**

| | |
|---|---|
| **Name:** | WILMETH RD (6) |
| **Limits:** | UNNAMED A TO 825' E OF UNNAMED A |
| **Impact Fee Class:** | G4D |
| **Thoroughfare Class:** | Greenway Arterial |
| **Length (lf):** | 825 |
| **Service Area(s):** | D |

**This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial.**

## 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 Ilumination System | 6% | $ 32,714 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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.** **D-18**

| | |
|---|---|
| **Name:** | WILMETH RD (7) |
| **Limits:** | 825' E OF TAYLOR-BURK DR TO 1,380' E OF TAYLOR-BURK DR |
| **Impact Fee Class:** | G4D(1/2) |
| **Thoroughfare Class:** | Greenway Arterial |
| **Length (lf):** | 555 |
| **Service Area(s):** | D |

**This project consists of the construction of two additional lanes of the ultimate four-lane divided greenway arterial.**

## 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 Ilumination System | 6% | $ 9,564 |
| | Other: | | | |
| | | | **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** |

****Allowances based on % of Paving Construction Cost Subtotal**

## 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** |

**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. | D-19 |
|---|---|---|---|---|
| **Name:** | WILMETH RD (8) | **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.** | | |
| **Limits:** | 1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 107 | Unclassified Street Excavation | 21,902 | cy | $ 10.00 | $ 219,022 |
| 207 | Lime Treated Subgrade (8") (PI<12) | 16,427 | sy | $ 7.00 | $ 114,987 |
| 307 | 8" Concrete Pavement | 15,431 | sy | $ 55.00 | $ 848,711 |
| 407 | 4" Topsoil | 10,702 | sy | $ 2.50 | $ 26,756 |
| 507 | 6" Curb & Gutter | 8,960 | lf | $ 5.00 | $ 44,800 |
| 607 | Allotment for Turn Lanes and Median Openings | 1,315 | sy | $ 72.00 | $ 94,691 |
| 707 | Moisture Conditioning | 16,427 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 88,823 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 666,171** |

| | | |
|---|---|---|
| **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | 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** |

**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. | D-21 |
|---|---|---|---|---|
| **Name:** | LAKE FOREST DR (1) | **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.** | | |
| | LAUD HOWELL PKWY TO 3,200' S | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 116 | Unclassified Street Excavation | 39,111 | cy | $ 10.00 | $ 391,111 |
| 216 | Lime Treated Subgrade (8") (PI<12) | 25,600 | sy | $ 7.00 | $ 179,200 |
| 316 | 9" Concrete Pavement | 24,178 | sy | $ 60.00 | $ 1,450,667 |
| 416 | 4" Topsoil | 20,267 | sy | $ 2.50 | $ 50,667 |
| 516 | 6" Curb & Gutter | 12,800 | lf | $ 5.00 | $ 64,000 |
| 616 | Allotment for Turn Lanes and Median Openings | 2,211 | sy | $ 77.00 | $ 170,281 |
| 716 | Moisture Conditioning | 25,600 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 150,644 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | 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** |

**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. | D-23 |
|---|---|---|---|---|
| **Name:** | UNNAMED A (1) | **This project consists of the construction of a new four-lane divided greenway arterial.** | | |
| | 5,785' N OF LAUD HOWELL PKWY | | | |
| **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 Ilumination System | 6% | $ 336,852 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 3,277,257** |

| | | |
|---|---|---|
| **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** |

**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. | D-24 |
|---|---|---|---|---|
| **Name:** | UNNAMED A (2)<br>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 Ilumination System | 6% | $ 102,701 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 633,325** |

| | | |
|---|---|---|
| **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** |

**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. | 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 Ilumination 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 Ilumination 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** |

**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. | 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 Ilumination 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** |

**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. | 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 Ilumination 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** |

**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. | 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 Ilumination System | 6% | $ 344,126 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 5,122,113** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | D-30 |
|---|---|---|---|---|
| **Name:** | HARDIN BLVD (6) | **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.** | | |
| | TRINITY FALLS PKWY TO 1,815' S | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 116 | Unclassified Street Excavation | 22,183 | cy | $ 10.00 | $ 221,833 |
| 216 | Lime Treated Subgrade (8") (PI<12) | 14,520 | sy | $ 7.00 | $ 101,640 |
| 316 | 9" Concrete Pavement | 13,713 | sy | $ 60.00 | $ 822,800 |
| 416 | 4" Topsoil | 11,495 | sy | $ 2.50 | $ 28,738 |
| 516 | 6" Curb & Gutter | 7,260 | lf | $ 5.00 | $ 36,300 |
| 616 | Allotment for Turn Lanes and Median Openings | 1,254 | sy | $ 77.00 | $ 96,582 |
| 716 | Moisture Conditioning | 14,520 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 85,443 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 890,824** |

| | | |
|---|---|---|
| **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** |

**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. | D-31 |
|---|---|---|---|---|
| **Name:** | HARDIN BLVD (7) | **This project consists of the construction of a new six-lane divided greenway arterial.** | | |
| | 1,815' S OF TRINITY FALLS PKWY | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 116 | Unclassified Street Excavation | 23,467 | cy | $ 10.00 | $ 234,667 |
| 216 | Lime Treated Subgrade (8") (PI<12) | 15,360 | sy | $ 7.00 | $ 107,520 |
| 316 | 9" Concrete Pavement | 14,507 | sy | $ 60.00 | $ 870,400 |
| 416 | 4" Topsoil | 12,160 | sy | $ 2.50 | $ 30,400 |
| 516 | 6" Curb & Gutter | 7,680 | lf | $ 5.00 | $ 38,400 |
| 616 | Allotment for Turn Lanes and Median Openings | 1,327 | sy | $ 77.00 | $ 102,169 |
| 716 | Moisture Conditioning | 15,360 | sy | $ 8.00 | $ 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 Ilumination 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** |

**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.** **D-32**

| | |
|---|---|
| **Name:** | HARDIN BLVD (8) |
| **Limits:** | 1,190' S OF BLOOMDALE RD TO 3,590' S OF BLOOMDALE RD |
| **Impact Fee Class:** | G6D(1/3) |
| **Thoroughfare Class:** | Greenway Arterial |
| **Length (lf):** | 2,400 |
| **Service Area(s):** | D |

**This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.**

## 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: | | | |
| | | | **Allowance Subtotal:** | **$ 52,137** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | D-33 |
|---|---|---|---|---|
| **Name:** | HARDIN BLVD (9) | **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:** | 3,590' S OF BLOOMDALE RD TO WILMETH RD | | | |
| **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 Ilumination 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** |

**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. | 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** |

**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. | D-35 |
|---|---|---|---|---|
| **Name:** | COMMUNITY AVE (1) TRINITY FALLS PKWY TO 1,275' S OF TRINITY FALLS PKWY | **This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided greenway arterial.** | | |
| **Limits:** | | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 107 | Unclassified Street Excavation | 12,467 | cy | $ 10.00 | $ 124,667 |
| 207 | Lime Treated Subgrade (8") (PI<12) | 9,350 | sy | $ 7.00 | $ 65,450 |
| 307 | 8" Concrete Pavement | 8,783 | sy | $ 55.00 | $ 483,083 |
| 407 | 4" Topsoil | 6,092 | sy | $ 2.50 | $ 15,229 |
| 507 | 6" Curb & Gutter | 5,100 | lf | $ 5.00 | $ 25,500 |
| 607 | Allotment for Turn Lanes and Median Openings | 749 | sy | $ 72.00 | $ 53,898 |
| 707 | Moisture Conditioning | 9,350 | sy | $ 8.00 | $ 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 Ilumination System | 6% | $ 50,558 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | 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 Ilumination 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** |

**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. | D-37 |
|---|---|---|---|---|
| **Name:** | COMMUNITY AVE (3) | **This project consists of the construction of two additional lanes of the ultimate four-lane undivided minor arterial.** | | |
| **Limits:** | BLOOMDALE RD TO 2,305' S OF BLOOMDALE RD | | | |
| **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 Ilumination System | 6% | $ 27,403 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 205,520** |

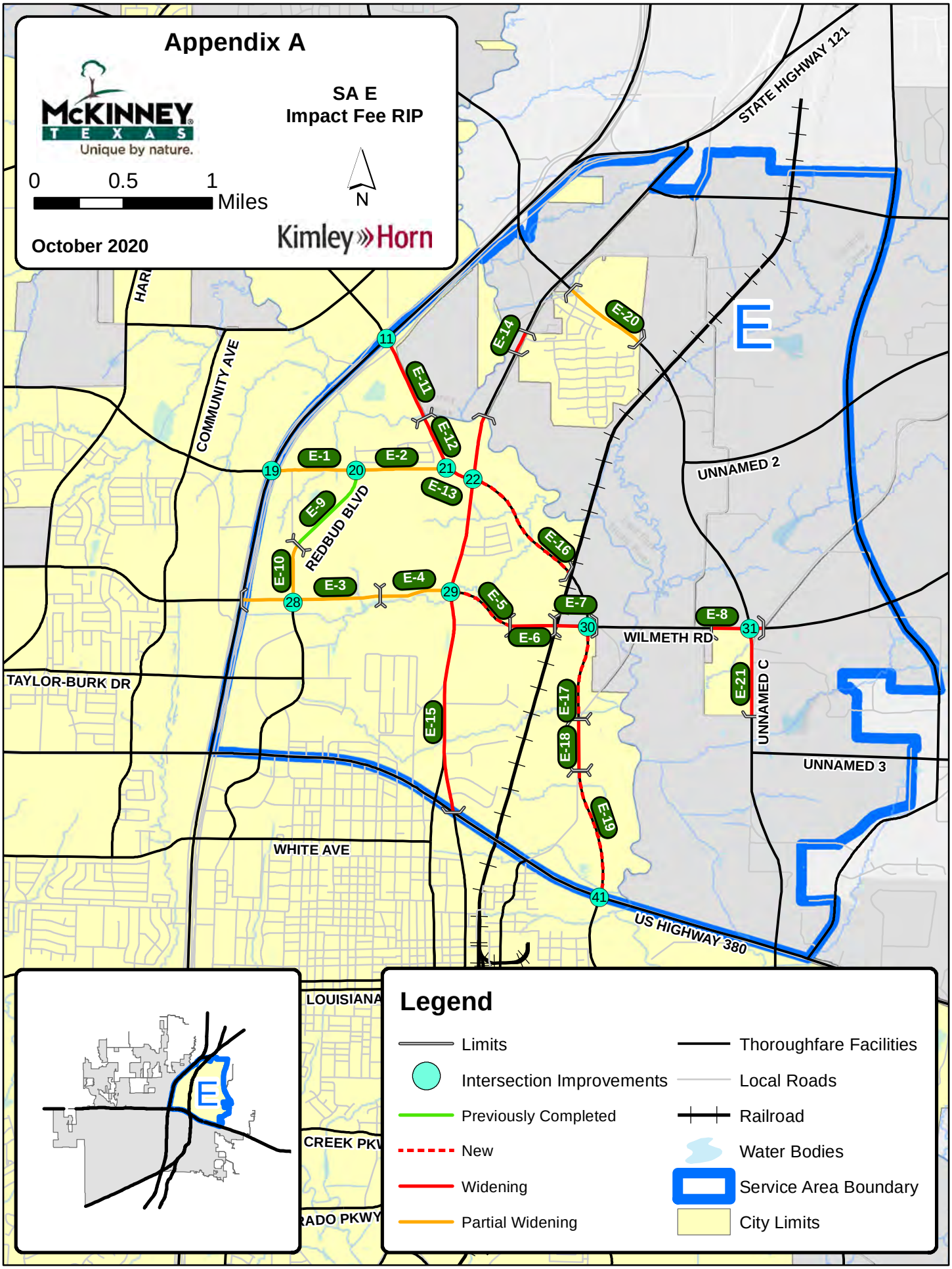
| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 662,230** |
| **Mobilization:** | 5% | $ 33,111 |
| **Site Preparation:** | 5% | $ 33,111 |
| **Construction Cost TOTAL:** | | **$ 729,000** |
| **Construction Contingency:** | 15% | $ 109,350 |
| **Construction Cost TOTAL W/ CONTINGENCY:** | | **$ 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** |

**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.


Appendix A
McKINNEY TEXAS
Unique by nature.
SA E
Impact Fee RIP
0 0.5 1 Miles
N
October 2020
Kimley»Horn
E
STATE HIGHWAY 121
COMMUNITY AVE
REDBUD BLVD
UNNAMED 2
WILMETH RD
UNNAMED C
UNNAMED 3
TAYLOR-BURK DR
WHITE AVE
US HIGHWAY 380
LOUISIANA
CREEK PKW
RADO PKWY
E-1
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E-20
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11
19
20
21
22
28
29
30
31
41
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 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** |

**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. | 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** |

**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. | 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 Ilumination 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** |

**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. | 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** |

**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.** **E-4**

| | |
|---|---|
| **Name:** | WILMETH RD (11) |
| **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 |

**This project consists of the construction of four additional through lanes of the ultimate six-lane divided major arterial.**

## 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 Ilumination System | 6% | $ 60,936 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | 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 Ilumination 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.
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. | 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 Ilumination System | 6% | $ 65,460 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | E-7 |
|---|---|---|---|---|
| **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.** | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 109 | Unclassified Street Excavation | 13,500 | cy | $ 10.00 | $ 135,000 |
| 209 | Lime Treated Subgrade (8") (PI<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:** | **$ 985,556** |

**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 Ilumination 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:** | | **$ 1,929,057** |
| **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** |

**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. | E-8 |
|---|---|---|---|---|
| **Name:** | WILMETH RD (15) | **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:** | 1,150' W OF FM 2933 TO 400' E OF 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 Ilumination System | 6% | $ 75,438 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 565,782** |

| | | |
|---|---|---|
| **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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

## Project Information:

**Description:** **Project No.** **E-9**

| | |
|---|---|
| **Name:** | REDBUD BLVD (1) |
| **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 |

**This completed project consists of the construction of a four-lane divided minor arterial. The City contributed approximatley $650,000 of eligible funds from '12-'19.**

## 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** |

**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. | 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 Ilumination 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** |

**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.** **E-11**

| | |
|---|---|
| **Name:** | LAUD HOWELL PKWY (9) |
| | US HIGHWAY 75 TO 2,620' S OF US |
| **Limits:** | HIGHWAY 75 |
| **Impact Fee Class:** | M6D |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 2,620 |
| **Service Area(s):** | E, Half |

**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.**

## 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 Ilumination System | 6% | $ 120,587 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 2,404,403** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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-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 Ilumination System | 6% | $ 75,252 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 864,389** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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-13 |
|---|---|---|---|---|
| **Name:** | LAUD HOWELL PKWY (11) | **This project consists of the reconstruction of a two-lane asphalt facility to a six-lane divided principal arterial.** | | |
| **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 Ilumination 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** |

**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-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 (lf):** | 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 Ilumination 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** |

**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-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 Ilumination System | 6% | $ 550,466 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 6,628,497** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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 Ilumination 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 Ilumination System | 6% | $ 136,067 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | 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 Ilumination 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** |

**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. | 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 Ilumination 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** |

**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. | E-20 |
|---|---|---|---|---|
| **Name:** | UNNAMED C (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 section is currently under construction for the four-lane divided section by Willowwood.** | | |
| **Limits:** | 410' E OF STATE HIGHWAY 5 TO 3,010' E OF STATE HIGHWAY 5 | | | |
| **Impact Fee Class:** | P6D(1/3) | | | |
| **Thoroughfare Class:** | Principal Arterial | | | |
| **Length (lf):** | 2,600 | | | |
| **Service Area(s):** | E | | | |

## Roadway Construction Cost Projection

| No. | Item Description | Quantity | Unit | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 114 | Unclassified Street Excavation | 8,089 | cy | $ 10.00 | $ 80,889 |
| 214 | Lime Treated Subgrade (8") (PI<12) | 7,800 | sy | $ 7.00 | $ 54,600 |
| 314 | 9" Concrete Pavement | 7,222 | sy | $ 60.00 | $ 433,333 |
| 414 | 4" Topsoil | 2,311 | sy | $ 2.50 | $ 5,778 |
| 514 | 6" Curb & Gutter | 5,200 | lf | $ 5.00 | $ 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** |

**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. | E-21 |
|---|---|---|---|---|
| **Name:** | UNNAMED C (2) | **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.** | | |
| | WILMETH RD TO 2,615' S OF | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 113 | Unclassified Street Excavation | 14,528 | cy | $ 15.00 | $ 217,917 |
| 213 | Lime Treated Subgrade (8") (PI<12) | 22,663 | sy | $ 7.00 | $ 158,643 |
| 313 | 4" TY D HMAC Underlayment | 21,501 | sy | $ 5.00 | $ 107,506 |
| 413 | 9" Concrete Pavement | 21,501 | sy | $ 60.00 | $ 1,290,067 |
| 513 | 4" Topsoil | 11,913 | sy | $ 4.00 | $ 47,651 |
| 613 | 6" Curb & Gutter | 10,460 | lf | $ 5.00 | $ 52,300 |
| 713 | Allotment for Turn Lanes and Median Openings | 1,596 | sy | $ 87.00 | $ 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 Ilumination System | 6% | $ 120,775 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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

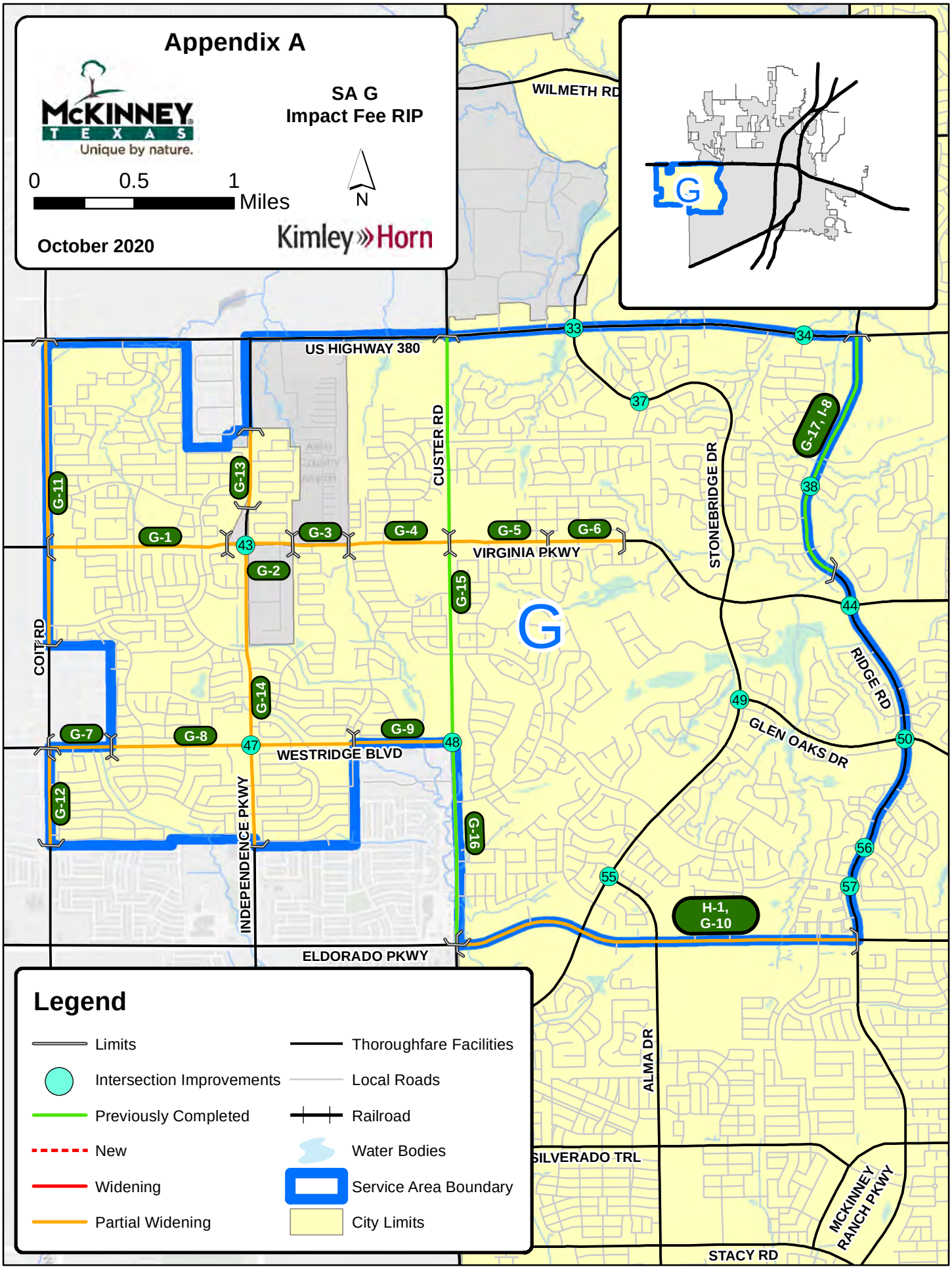
Roadway Improvement Plan for Roadway Impact Fees

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
McKINNEY TEXAS
Unique by nature.
SA G
Impact Fee RIP
0
0.5
1
Miles
N
October 2020
Kimley»Horn
G
WILMETH RD
US HIGHWAY 380
CUSTER RD
STONEBRIDGE DR
VIRGINIA PKWY
COIT RD
WESTRIDGE BLVD
INDEPENDENCE PKWY
GLEN OAKS DR
RIDGE RD
ELDORADO PKWY
ALMA DR
SILVERADO TRL
MCKINNEY RANCH PKWY
STACY RD
G-1
G-2
G-3
G-4
G-5
G-6
G-7
G-8
G-9
G-11
G-12
G-13
G-14
G-15
G-16
G-17, I-8
H-1, G-10
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55
56
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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

# 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** |

**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. | 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** |

**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.** **G-2**

| | |
|---|---|
| **Name:** | VIRGINIA PKWY (2) |
| | 500' W OF INDEPENDENCE PKWY |
| **Limits:** | TO 325' E OF FORKHORN DR |
| **Impact Fee Class:** | M6D(1/3) |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 1,740 |
| **Service Area(s):** | G, Half |

**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.**

## 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** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | G-3 |
|---|---|---|---|---|
| **Name:** | VIRGINIA PKWY (3) | **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.** | | |
| | 325' E OF FORKHORN DR TO 935' | | | |
| **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: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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.** **G-4**

| | |
|---|---|
| **Name:** | VIRGINIA PKWY (4) |
| **Limits:** | 935' W OF VIRGINIA HILLS DR TO CUSTER RD |
| **Impact Fee Class:** | M6D(1/3) |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 2,685 |
| **Service Area(s):** | G |

**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.**

## 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: | | | |
| | | | **Allowance Subtotal:** | **$ 59,712** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | 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** |

**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.** | **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: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | 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** |

**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.** **G-8**

| | |
|---|---|
| **Name:** | WESTRIDGE BLVD (2) |
| **Limits:** | 1,635' E OF COIT RD TO 2,720' E OF INDEPENDENCE PKWY |
| **Impact Fee Class:** | M6D(1/3) |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 6,430 |
| **Service Area(s):** | G |

**This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.**

## 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: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | G-9 |
|---|---|---|---|---|
| **Name:** | WESTRIDGE BLVD (3) 2,720' E OF INDEPENDENCE | **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.** | | |
| **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: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **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** |

**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. | H-1, G-10 |
|---|---|---|---|---|
| **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.** | | |
| **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: | | | |
| | | | **Allowance Subtotal:** | **$ 485,268** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | G-11 |
|---|---|---|---|---|
| **Name:** | COIT RD (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 western half of the roadway is not included in the Impact Fee RIP.** | | |
| **Limits:** | US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY | | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 111 | Unclassified Street Excavation | 25,122 | cy | $ 10.00 | $ 251,222 |
| 211 | Lime Treated Subgrade (8") (PI<12) | 24,225 | sy | $ 7.00 | $ 169,575 |
| 311 | 9" Concrete Pavement | 22,431 | sy | $ 60.00 | $ 1,345,833 |
| 411 | 4" Topsoil | 7,178 | sy | $ 2.50 | $ 17,944 |
| 511 | 6" Curb & Gutter | 16,150 | lf | $ 5.00 | $ 80,750 |
| 611 | Allotment for Turn Lanes and Median Openings | 4,928 | sy | $ 77.00 | $ 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** |

| | | |
|---|---|---|
| **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** |

**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-12 |
|---|---|---|---|---|
| **Name:** | COIT RD (2) | **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.** | | |
| **Limits:** | WESTRIDGE BLVD TO 2,595' S OF WESTRIDGE BLVD | | | |
| **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** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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.** **G-13**

| | |
|---|---|
| **Name:** | INDEPENDENCE PKWY (1) |
| **Limits:** | 2,380' S OF US HIGHWAY 380 TO 4,465' S OF US HIGHWAY 380 |
| **Impact Fee Class:** | M6D(1/3) |
| **Thoroughfare Class:** | Major Arterial |
| **Length (lf):** | 2,085 |
| **Service Area(s):** | G |

**This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided major arterial.**

## 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: | | | |
| | | | **Allowance Subtotal:** | **$ 46,369** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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-15** |
|---|---|---|---|---|
| **Name:** | CUSTER RD (4) | **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** | | |
| **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** |

**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.** | **G-16** |
|---|---|---|---|---|
| **Name:** | CUSTER RD (5) | **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** | | |
| **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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

## Project Information:

**Description:** **Project No.** **G-17, I-8**

| | |
|---|---|
| **Name:** | RIDGE RD (8) |
| **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 |

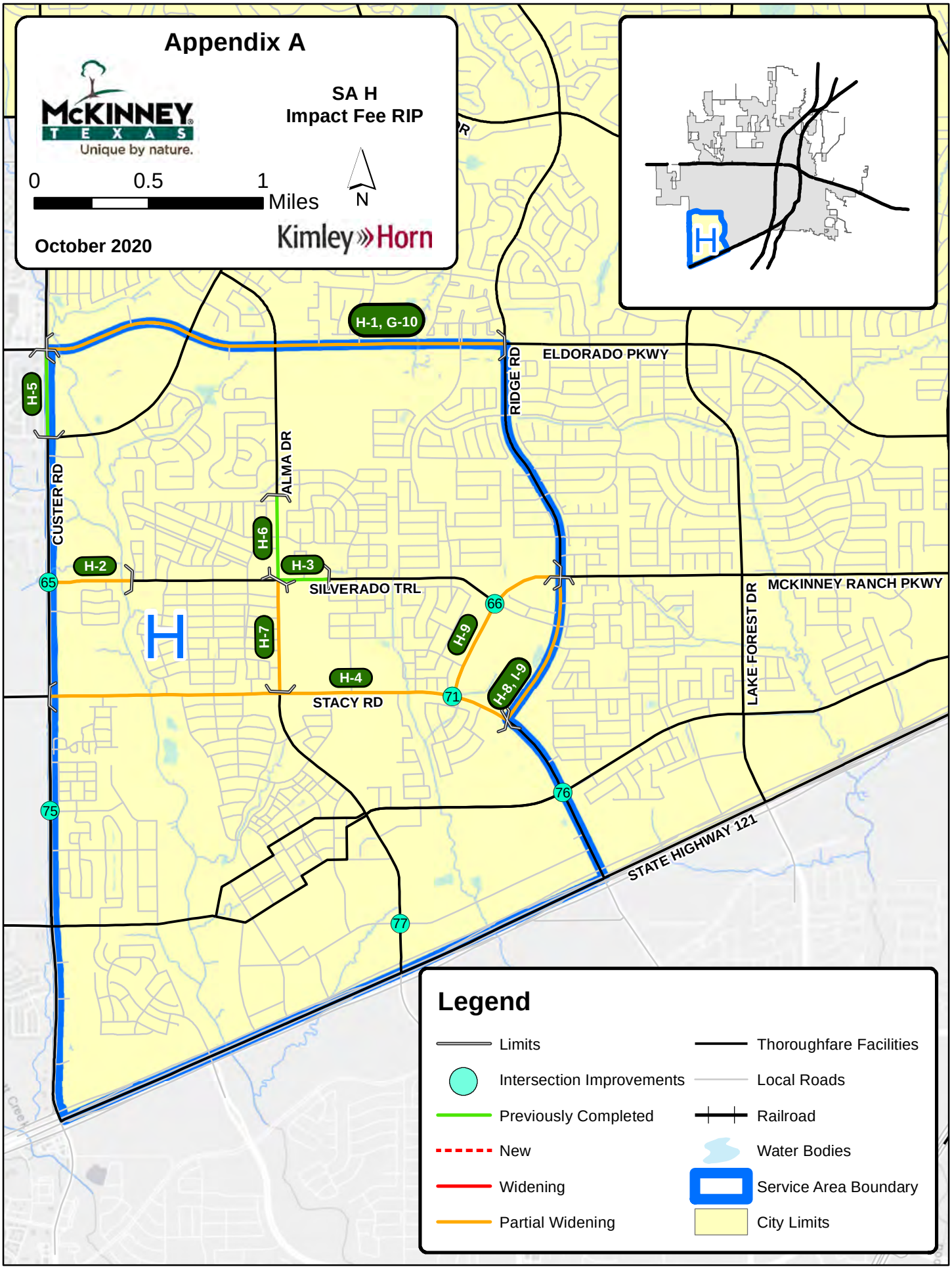
**This completed project consists of the construction of a four-lane divided greenway arterial. The City contributed approximately $550,813 of eligible funds from '08-'12.**

## 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** |

**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.


Appendix A
McKINNEY TEXAS
Unique by nature.
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Miles
N
October 2020
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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 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. | H-1, G-10 |
|---|---|---|---|---|
| **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.** | | |
| **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: | | | |
| | | | **Allowance Subtotal:** | **$ 485,268** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | 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 Ilumination 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** |

**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.** | **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** |

**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.** | **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** |

**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. | 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** |

**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.** **H-6**

| | |
|---|---|
| **Name:** | ALMA DR (1) |
| **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 |

**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.**

## 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** |

**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. | 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** |

**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. | 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** |

**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. | 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**:**

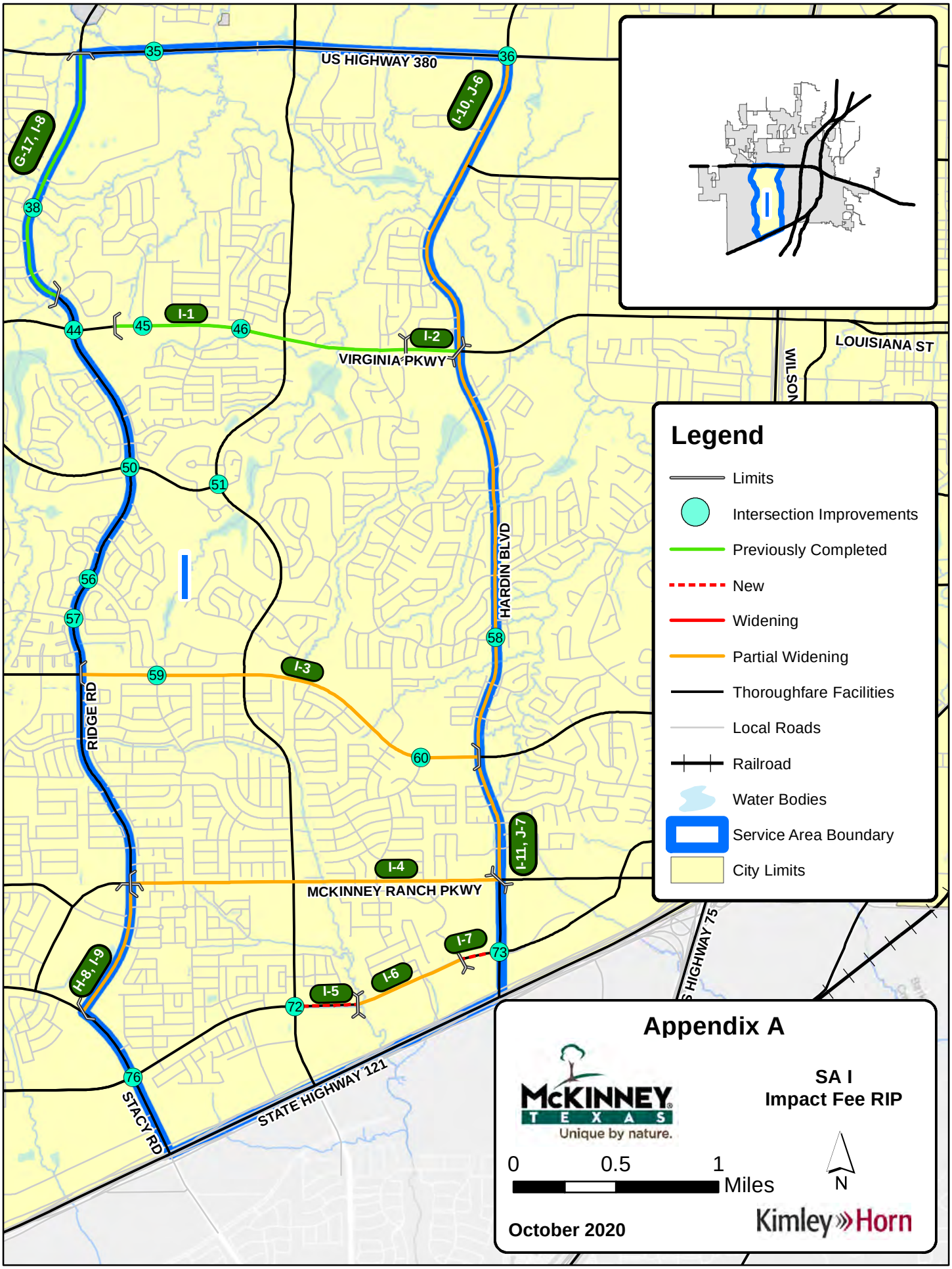
| | Item Description | Notes | Allowance | Item Cost |
|---|---|---|---|---|
| √ | Traffic Control | Construction Phase Traffic Control | 3% | $ 33,984 |
| √ | Pavement Markings/Markers | | 3% | $ 33,984 |
| | Roadway Drainage | None Anticipated | 0% | $ - |
| | Special Drainage Structures | None Anticipated | | $ - |
| | 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** |

**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.


US HIGHWAY 380
VIRGINIA PKWY
HARDIN BLVD
RIDGE RD
MCKINNEY RANCH PKWY
STATE HIGHWAY 121
STACY RD
LOUISIANA ST
WILSON
S HIGHWAY 75
G-17, I-8
I-10, J-6
I-1
I-2
I-3
I-4
I-5
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I-11, J-7
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58
59
60
72
73
76
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.
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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 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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

## 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 eligible 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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

## 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** |

**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. | 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** |

**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. | 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** |

**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.** | **I-5** |
|---|---|---|---|---|
| **Name:** | COLLIN MCKINNEY PKWY (2) | **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.** | | |
| **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** |

**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. | I-6 |
|---|---|---|---|---|
| **Name:** | COLLIN MCKINNEY PKWY (3) | **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.** | | |
| **Limits:** | COTTONWOOD CREEK TO 1110' E OF TINA DR | | | |
| **Impact Fee Class:** | G4D(1/2) | | | |
| **Thoroughfare Class:** | Greenway Arterial | | | |
| **Length (lf):** | 2,930 | | | |
| **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** |

**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.** | **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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

## Project Information:

**Description:** **Project No.** **G-17, I-8**

| | |
|---|---|
| **Name:** | RIDGE RD (8) |
| **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 |

**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.**

## 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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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. | 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** |

**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. | I-10, J-6 |
|---|---|---|---|---|
| **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 elgible funds from '08-'12.** | | |
| **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. | I-11, J-7 |
|---|---|---|---|---|
| **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.** | | |
| **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: | | | |
| | | | **Allowance Subtotal:** | **$ 302,937** |

**Allowances based on % of Paving Construction Cost Subtotal

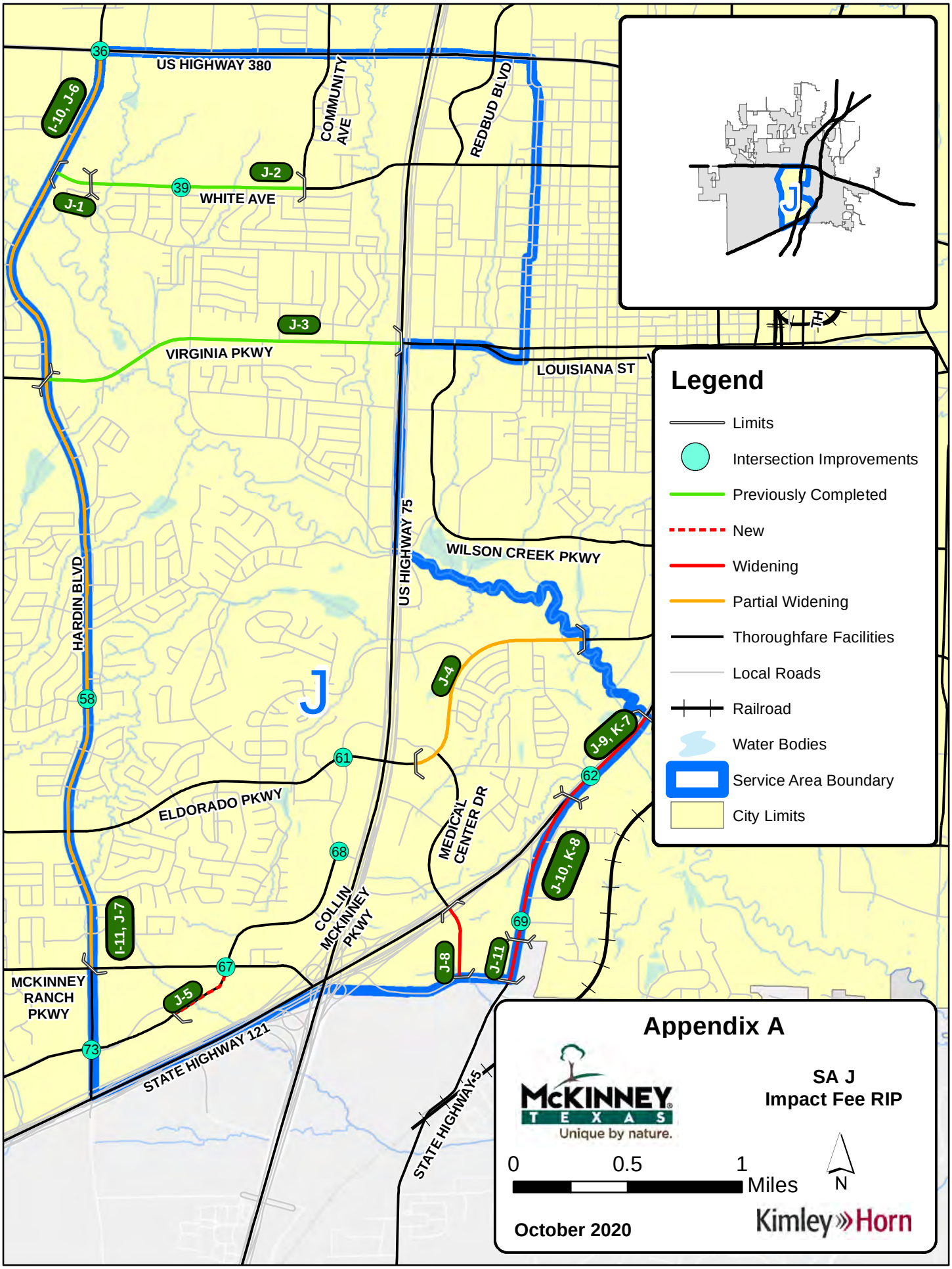
| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 4,089,650** |
| **Mobilization:** | 5% | $ 204,483 |
| **Site Preparation:** | 5% | $ 204,483 |
| **Construction Cost TOTAL:** | | **$ 4,499,000** |
| **Construction Contingency:** | 15% | $ 674,850 |
| **Construction Cost TOTAL W/ CONTINGENCY:** | | **$ 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.


US HIGHWAY 380
COMMUNITY AVE
REDBUD BLVD
WHITE AVE
VIRGINIA PKWY
LOUISIANA ST
WILSON CREEK PKWY
US HIGHWAY 75
HARDIN BLVD
ELDORADO PKWY
MEDICAL CENTER DR
COLLIN MCKINNEY PKWY
MCKINNEY RANCH PKWY
STATE HIGHWAY 121
STATE HIGHWAY 5
I-10, J-6
J-1
J-2
J-3
J-4
J-5
J-8
J-9, K-7
J-10, K-8
J-11
I-11, J-7
36
39
58
61
62
67
68
69
73
J
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 J
Impact Fee RIP
0
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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 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** |

**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.** **J-1**

| | |
|---|---|
| **Name:** | WHITE AVE (1) |
| **Limits:** | HARDIN BLVD TO BOIS D'ARC RD |
| **Impact Fee Class:** | M4D |
| **Thoroughfare Class:** | Minor Arterial |
| **Length (lf):** | 905 |
| **Service Area(s):** | J |

**This completed project consists of the construction of a four-lane divided minor arterial. The City contributed approximately $981,327 of elgible funds from '08-'12.**

## 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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

## Project Information:

**Description:** **Project No.** **J-2**

| | |
|---|---|
| **Name:** | WHITE AVE (2) |
| **Limits:** | BOIS D'ARC RD TO COMMUNITY AVE |
| **Impact Fee Class:** | M4D |
| **Thoroughfare Class:** | Minor Arterial |
| **Length (lf):** | 4,930 |
| **Service Area(s):** | J |

**This completed project consists of the construction of a four-lane divided minor arterial. The City contributed approximately $231,991 of elgible funds from '08-'12**

## 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** |

**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

*Kimley-Horn and Associates, Inc.*

***2019 Roadway Impact Fee Update***

updated: 10/6/2020

***Conceptual Level Project Cost Projection***

| **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** |

**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.** **J-4**

| | |
|---|---|
| **Name:** | ELDORADO PKWY (3) |
| **Limits:** | 710' E OF US HIGHWAY 75 TO 1,180' E OF BARRANCA WAY |
| **Impact Fee Class:** | G6D(1/3) |
| **Thoroughfare Class:** | Greenway Arterial |
| **Length (lf):** | 5,680 |
| **Service Area(s):** | J |

**This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided greenway arterial.**

## 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: | | | |
| | | | **Allowance Subtotal:** | **$ 1,123,391** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | 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 Ilumination 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** |

**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. | I-10, J-6 |
|---|---|---|---|---|
| **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 elgible funds from '08-'12.** | | |
| **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. | I-11, J-7 |
|---|---|---|---|---|
| **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.** | | |
| **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.

# 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-8 |
|---|---|---|---|---|
| **Name:** | MEDICAL CENTER DR | **This project consists of the reconstruction of a three-lane concrete facility to a four-lane divided minor arterial.** | | |
| **Limits:** | STATE HIGHWAY 121 TO 1,685' S 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 Ilumination System | 6% | $ 52,324 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 392,433** |

| | | |
|---|---|---|
| **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** |

**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. | J-9, K-7 |
|---|---|---|---|---|
| **Name:** | STATE HIGHWAY 5 (4) | **This project consists of the reconstruction of a four-lane asphalt section to a six-lane divided major arterial.** | | |
| **Limits:** | 640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY 121 | | | |
| **Impact Fee Class:** | M6D | | | |
| **Thoroughfare Class:** | Major Arterial | | | |
| **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 Ilumination 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** |

**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. | J-10, K-8 |
|---|---|---|---|---|
| **Name:** | STATE HIGHWAY 5 (5) | **This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided minor arterial.** | | |
| **Limits:** | STATE HIGHWAY 121 TO 3,525' S 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 Ilumination System | 6% | $ 103,853 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 778,901** |

| | | |
|---|---|---|
| **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** |

**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. | 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 Ilumination System | 6% | $ 29,315 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 219,860** |

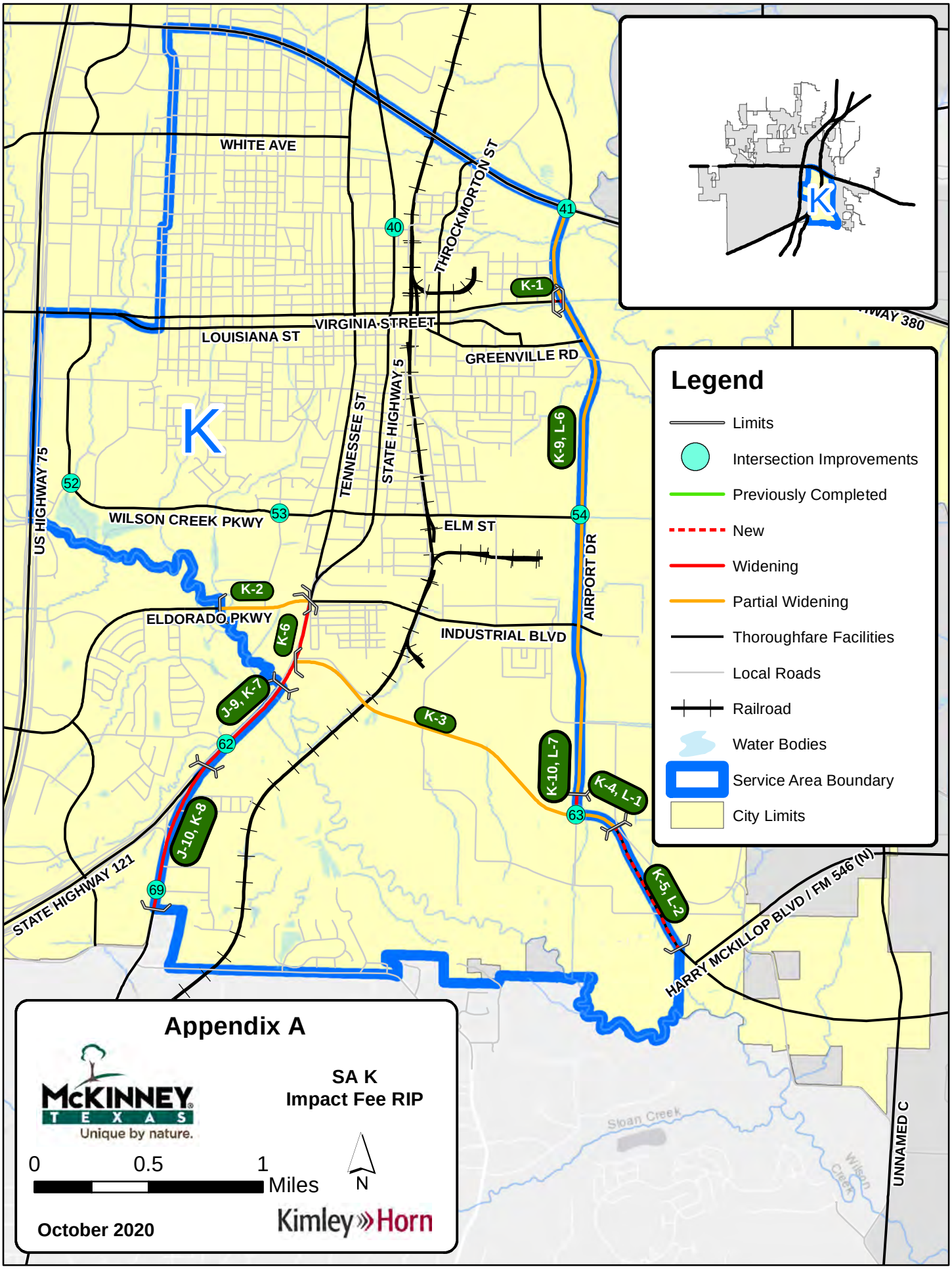
| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 708,438** |
| **Mobilization:** | 5% | $ 35,422 |
| **Site Preparation:** | 5% | $ 35,422 |
| **Construction Cost TOTAL:** | | **$ 780,000** |
| **Construction Contingency:** | 15% | $ 117,000 |
| **Construction Cost TOTAL W/ CONTINGENCY:** | | **$ 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** |

**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.


Appendix A
SA K
Impact Fee RIP
McKINNEY TEXAS
Unique by nature.
0
0.5
1
Miles
N
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
K
WHITE AVE
THROCKMORTON ST
VIRGINIA STREET
LOUISIANA ST
GREENVILLE RD
TENNESSEE ST
STATE HIGHWAY 5
US HIGHWAY 75
WILSON CREEK PKWY
ELM ST
AIRPORT DR
ELDORADO PKWY
INDUSTRIAL BLVD
STATE HIGHWAY 121
HARRY MCKILLOP BLVD / FM 546 (N)
UNNAMED C
Sloan Creek
Wilson Creek
40
41
52
53
54
62
63
69
K-1
K-2
K-3
K-4, L-1
K-5, L-2
K-6
K-9, L-6
K-10, L-7
J-9, K-7
J-10, K-8

**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 Ilumination System | 6% | $ 4,229 |
| | Other: | | | |
| | | | **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** |

**Allowances based on % of Paving Construction Cost Subtotal

## 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** |

**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. | 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: | | | |
| | | | **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** |

**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. | 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 | | 0% | $ - |
| | Special Drainage Structures | None Anticipated | | $ - |
| | Water | None Anticipated | 0% | $ - |
| | Sewer | None Anticipated | 0% | $ - |
| √ | Establish Turf / Erosion Control | | 2% | $ 44,868 |
| | Illumination | None Anticipated | 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** |

**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. | 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 | | 0% | $ - |
| | Special Drainage Structures | None Anticipated | | $ - |
| | Water | None Anticipated | 0% | $ - |
| | Sewer | None Anticipated | 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** |

**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. | K-5, L-2 |
|---|---|---|---|---|
| **Name:** | HARRY MCKILLOP BLVD / FM 546 (3) | **This project consists of the construction of a new six-lane divided principal arterial.** | | |
| | 975' E OF AIRPORT DR TO 510' W OF HARRY | | | |
| **Limits:** | 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 Ilumination System | 6% | $ 145,947 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 900,004** |

| | | |
|---|---|---|
| **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** |

**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. | K-6 |
|---|---|---|---|---|
| **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.** | | |
| **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 | Unit Price | Item Cost |
|---|---|---|---|---|---|
| 109 | Unclassified Street Excavation | 11,639 | cy | $ 15.00 | $ 174,583 |
| 209 | Lime Treated Subgrade (8") (PI<12) | 18,157 | sy | $ 7.00 | $ 127,097 |
| 309 | 4" TY D HMAC Underlayment | 17,226 | sy | $ 5.00 | $ 86,128 |
| 409 | 9" Concrete Pavement | 17,226 | sy | $ 60.00 | $ 1,033,533 |
| 509 | 4" Topsoil | 8,147 | sy | $ 4.00 | $ 32,589 |
| 609 | 6" Curb & Gutter | 8,380 | lf | $ 5.00 | $ 41,900 |
| 709 | Allotment for Turn Lanes and Median Openings | 1,279 | sy | $ 87.00 | $ 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 Ilumination System | 6% | $ 96,424 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 723,177** |

| | | |
|---|---|---|
| **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** |

**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. | J-9, K-7 |
|---|---|---|---|---|
| **Name:** | STATE HIGHWAY 5 (4) | **This project consists of the reconstruction of a four-lane asphalt section to a six-lane divided major arterial.** | | |
| **Limits:** | 640' S OF HARRY MCKILLOP BLVD / FM 546 TO STATE HIGHWAY 121 | | | |
| **Impact Fee Class:** | M6D | | | |
| **Thoroughfare Class:** | Major Arterial | | | |
| **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 Ilumination 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** |

**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. | J-10, K-8 |
|---|---|---|---|---|
| **Name:** | STATE HIGHWAY 5 (5) | **This project consists of the reconstruction of a two-lane asphalt facility to a four-lane divided minor arterial.** | | |
| **Limits:** | STATE HIGHWAY 121 TO 3,525' S 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 Ilumination System | 6% | $ 103,853 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 778,901** |

| | | |
|---|---|---|
| **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) |
| **Limits:** | US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546 |
| **Impact Fee Class:** | P6D(1/3) |
| **Thoroughfare Class:** | Principal Arterial |
| **Length (lf):** | 13,870 |
| **Service Area(s):** | K and L |

**This project consists of the construction of two additional through lanes within the existing median of the ultimate six-lane divided principal arterial.**

## 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: | | | |
| | | | **Allowance Subtotal:** | **$ 308,459** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | K-10, L-7 |
|---|---|---|---|---|
| **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.** | | |
| **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 Ilumination System | 6% | $ 22,922 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 421,912** |

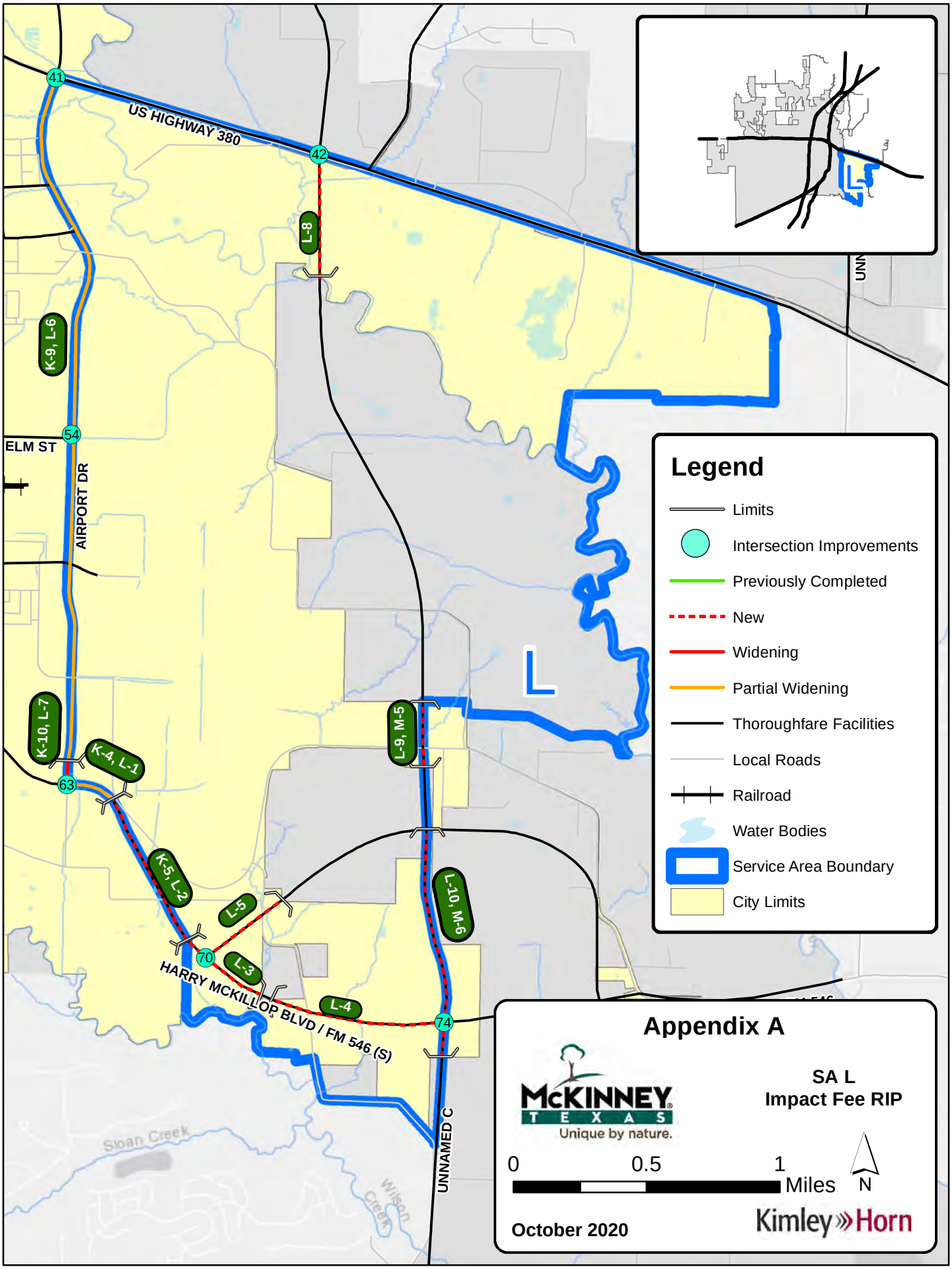
| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 803,940** |
| **Mobilization:** | 5% | $ 40,197 |
| **Site Preparation:** | 5% | $ 40,197 |
| **Construction Cost TOTAL:** | | **$ 885,000** |
| **Construction Contingency:** | 15% | $ 132,750 |
| **Construction Cost TOTAL W/ CONTINGENCY:** | | **$ 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** |

**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.


US HIGHWAY 380
41
42
L-8
K-9, L-6
ELM ST
54
AIRPORT DR
K-10, L-7
K-4, L-1
63
L-9, M-5
K-5, L-2
L-5
70
L-3
L-4
HARRY MCKILLOP BLVD / FM 546 (S)
74
L-10, M-6
UNNAMED C
Sloan Creek
Wilson Creek
L
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 L
Impact Fee RIP
0
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October 2020
Kimley»Horn

## 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** | | **$ 27,812,925** |

**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-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 | | 0% | $ - |
| | Special Drainage Structures | None Anticipated | | $ - |
| | Water | None Anticipated | 0% | $ - |
| | Sewer | None Anticipated | 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** |

**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. | K-5, L-2 |
|---|---|---|---|---|
| **Name:** | HARRY MCKILLOP BLVD / FM 546 (3) | **This project consists of the construction of a new six-lane divided principal arterial.** | | |
| **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 Ilumination System | 6% | $ 145,947 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 900,004** |

| | | |
|---|---|---|
| **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** |

**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. | L-3 |
|---|---|---|---|---|
| **Name:** | HARRY MCKILLOP BLVD / FM 546 (S) (1) | **This project consists of the construction of a new six-lane divided principal arterial.** | | |
| **Limits:** | 510' W OF HARRY MCKILLOP BLVD / FM 546 (N) TO 1,335' E OF HARRY MCKILLOP BLVD / FM 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 Ilumination 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** |

**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. | 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 Ilumination System | 6% | $ 160,726 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 1,241,143** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | L-5 |
|---|---|---|---|---|
| **Name:** | HARRY MCKILLOP BLVD / FM 546 (N) (1)<br>HARRY MCKILLOP BLVD / FM 546 (S) TO 1,865' | **This project consists of the construction of a new six-lane divided major arterial.** | | |
| **Limits:** | E OF HARRY MCKILLOP BLVD / FM 546 (S) | | | |
| **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 Ilumination 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** |

**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. | K-9, L-6 |
|---|---|---|---|---|
| **Name:** | AIRPORT DR (5) | **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 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546 | | | |
| **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** |

**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. | K-10, L-7 |
|---|---|---|---|---|
| **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.** | | |
| **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 Ilumination 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** |

**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. | 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 Ilumination System | 6% | $ 118,754 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 982,314** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | L-9, M-5 |
|---|---|---|---|---|
| **Name:** | UNNAMED C (4) | **This project consists of the construction of a new six-lane divided principal arterial.** | | |
| **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 Ilumination 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** |

**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.** **L-10, M-6**

| | |
|---|---|
| **Name:** | UNNAMED C (5) |
| | HARRY MCKILLOP BLVD / FM 546 |
| | (N) TO 705' S OF HARRY |
| **Limits:** | MCKILLOP BLVD / FM 546 (S) |
| **Impact Fee Class:** | P6D |
| **Thoroughfare Class:** | Principal Arterial |
| **Length (lf):** | 4,580 |
| **Service Area(s):** | L and M |

**This project consists of the construction of a new six-lane divided principal arterial.**

## 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 Ilumination System | 6% | $ 223,364 |
| | Other: | | | |
| | **Allowances based on % of Paving Construction Cost Subtotal | | **Allowance Subtotal:** | **$ 1,377,412** |

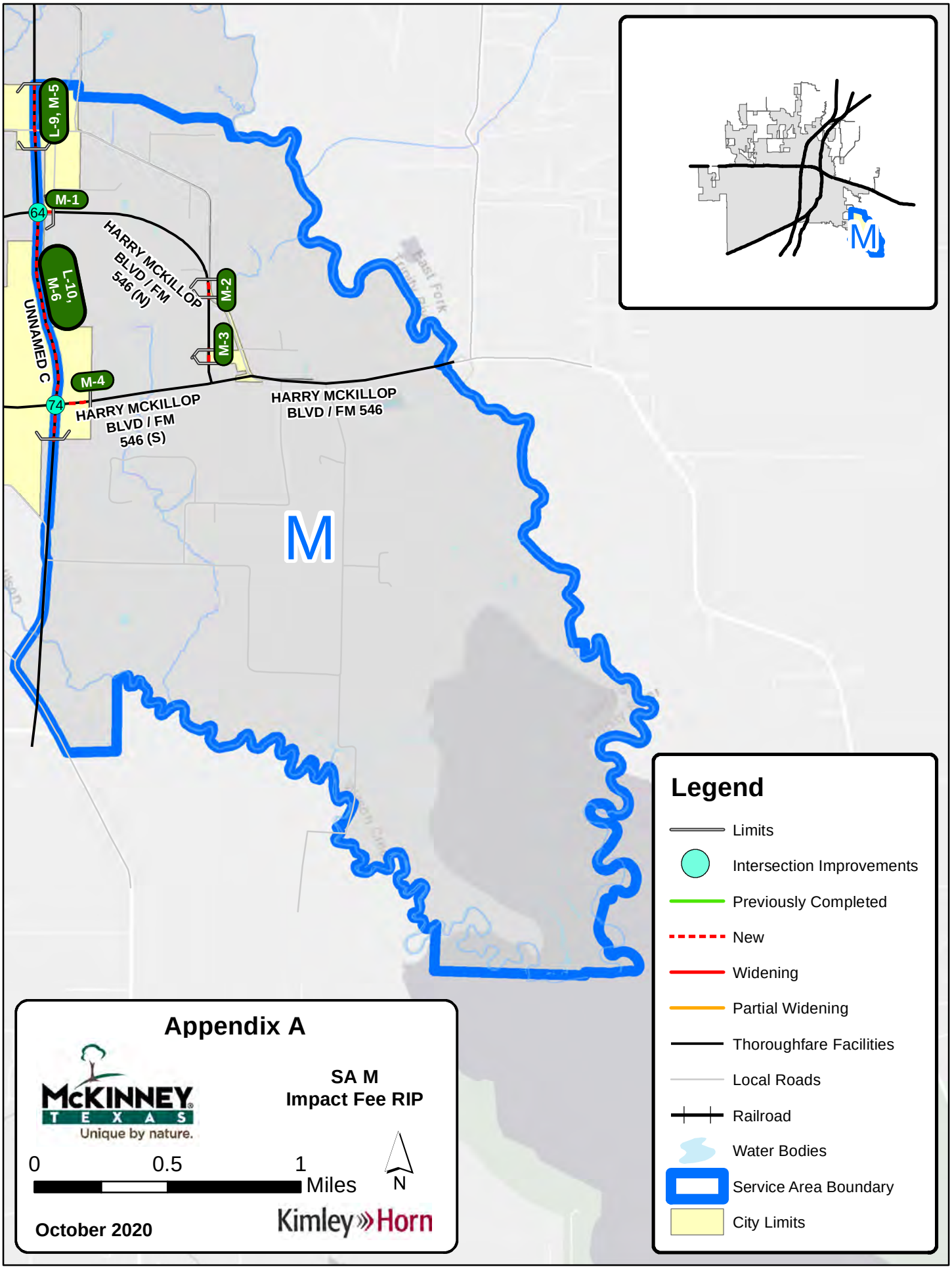
| | | |
|---|---|---|
| **Paving and Allowance Subtotal:** | | **$ 5,100,146** |
| **Mobilization:** | 5% | $ 255,007 |
| **Site Preparation:** | 5% | $ 255,007 |
| **Construction Cost TOTAL:** | | **$ 5,611,000** |
| **Construction Contingency:** | 15% | $ 841,650 |
| **Construction Cost TOTAL W/ CONTINGENCY:** | | **$ 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** |

**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.


L-9, M-5
M-1
64
HARRY MCKILLOP BLVD / FM 546 (N)
L-10, M-6
UNNAMED C
M-2
M-3
M-4
74
HARRY MCKILLOP BLVD / FM 546 (S)
HARRY MCKILLOP BLVD / FM 546
M
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 M
Impact Fee RIP
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October 2020
Kimley»Horn

## 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-section | Signal | UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (N) | $ 300,000 | 50% | $ 150,000 |
| 74 | | Signal | UNNAMED C & HARRY MCKILLOP BLVD / FM 546 (S) | $ 300,000 | 50% | $ 150,000 |
| | | | | **$ 14,988,650** | | **$ 7,854,313** |

**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. | 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 Ilumination System | 6% | $ 8,745 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 53,927** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | M-2 |
|---|---|---|---|---|
| **Name:** | HARRY MCKILLOP BLVD / FM 546 (N) (3) | **This project consists of the construction of a new six-lane divided major arterial.** | | |
| **Limits:** | 1,700' N OF HARRY MCKILLOP BLVD / FM 546 TO 2,050' N OF HARRY MCKILLOP BLVD / FM 546 | | | |
| **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 Ilumination 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** |

**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. | M-3 |
|---|---|---|---|---|
| **Name:** | HARRY MCKILLOP BLVD / FM 546 (N) (4) 405' N OF HARRY MCKILLOP BLVD / FM 546 TO 675' N OF HARRY | **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 Ilumination 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** |

**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. | 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 Ilumination System | 6% | $ 32,099 |
| | Other: | | | |
| | | | **Allowance Subtotal:** | **$ 197,944** |

**Allowances based on % of Paving Construction Cost Subtotal

| | | |
|---|---|---|
| **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** |

**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. | L-9, M-5 |
|---|---|---|---|---|
| **Name:** | UNNAMED C (4) | **This project consists of the construction of a new six-lane divided principal arterial.** | | |
| **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 | 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 Ilumination 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** |

**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.** **L-10, M-6**

| | |
|---|---|
| **Name:** | UNNAMED C (5) |
| | HARRY MCKILLOP BLVD / FM 546 |
| | (N) TO 705' S OF HARRY |
| **Limits:** | MCKILLOP BLVD / FM 546 (S) |
| **Impact Fee Class:** | P6D |
| **Thoroughfare Class:** | Principal Arterial |
| **Length (lf):** | 4,580 |
| **Service Area(s):** | M and L |

**This project consists of the construction of a new six-lane divided principal arterial.**

## 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 Ilumination 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** |

**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.

# Appendix B – Roadway Impact Fee RIP Service Units of Supply

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

## Service Area A

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 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 | 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 | 0 | 700 | $ 4,679,450 | $ 2,339,725 |
| **SUBTOTAL** | | | | | | | | | **2,653** | | **0** | **2,653** | **$ 19,912,850** | **$ 9,956,425** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA A** | | **$ 9,968,117** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area B

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 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 | 887,000 | 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 | 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 | 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** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | **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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 542 | 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 | 4,364 | $ 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 | 3,212,352 | 41 | 567 | $ 3,292,800 | $ 1,646,400 |
| C-12 | BLOOMDALE RD (5) | 695' W OF RIDGE RD TO RIDGE RD | 686 | 6 | P6D | 316 | 100% | 780 | 608 | 3,212,352 | 41 | 567 | $ 1,453,200 | $ 1,453,200 |
| C-13 | BLOOMDALE RD (6) | 3,400' W OF LAKE FOREST DR TO LAKE FOREST 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 585' 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 | 13,096,512 | 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 | 1,256,640 | 0 | 238 | $ 2,117,300 | $ 1,058,650 |
| 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) | 580' 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 | 1,584 | 6 | M6D | 87 | 50% | 700 | 630 | 3,326,400 | 13 | 617 | $ 3,756,200 | $ 1,878,100 |
| C-30 | RIDGE RD (5) | WILMETH RD TO 2,280' 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% | | | | | | $ 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 | 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 |
| **SUBTOTAL** | | | | | | | | | **43,092** | | **2,321** | **40,771** | **$ 156,098,456** | **$ 116,870,616** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **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 PK-HR 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 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 | 4,768,000 | 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 | 3,907 | 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 | $ 3,243,800 | $ 3,243,800 |
| 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 | $ 1,300,600 | $ 650,300 |
| D-8 | TRINITY FALLS PKWY (3) | COMMUNITY AVE TO 2,200' W OF LAUD HOWELL PKWY | 1,795 | 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 | 6,209,000 | 0 | 1,176 | $ 8,418,050 | $ 8,418,050 |
| D-10 | TRINITY FALLS PKWY (5) | 4,275' N OF WESTON RD TO LAUD HOWELL PKWY | 5,544 | 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) | 1,820' W OF TAYLOR-BURK DR TO TAYLOR-BURK DR | 1,795 | 6 | P6D | 12 | 50% | 780 | 796 | 4,201,000 | 2 | 794 | $ 3,799,600 | $ 1,899,800 |
| D-12 | BLOOMDALE RD (8) | 1,485' E OF CR 1006 TO 1,215' W OF CR 1007 | 1,531 | 6 | P6D | 12 | 100% | 780 | 1,357 | 7,166,000 | 3 | 1,354 | $ 3,206,000 | $ 3,206,000 |
| D-13 | BLOOMDALE RD (9) | 1,225' W OF CR 1007 TO CR 1007 | 1,214 | 6 | P6D | 12 | 50% | 780 | 538 | 2,842,000 | 1 | 537 | $ 3,001,600 | $ 1,500,800 |
| D-14 | BLOOMDALE RD (10) | CR 1007 TO HARDIN BLVD | 1,954 | 6 | P6D(2/3) | New | 100% | 780 | 1,732 | 9,143,000 | 0 | 1,732 | $ 5,885,810 | $ 5,885,810 |
| D-15 | BLOOMDALE RD (11) | 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-16 | 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-17 | 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-18 | 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 | $ 411,600 | $ 411,600 |
| D-19 | WILMETH RD (8) | 1,380' E OF TAYLOR-BURK DR TO HARDIN BLVD | 2,218 | 4 | G4D | 86 | 50% | 700 | 588 | 3,105,000 | 18 | 570 | $ 3,803,800 | $ 1,901,900 |
| D-20 | WILMETH RD (9) | HARDIN BLVD TO US HIGHWAY 75 | 6,125 | 2 | M6D(1/3) | New | 100% | 700 | 1,624 | 8,575,000 | 0 | 1,624 | $ 2,799,600 | $ 2,799,600 |
| D-21 | LAKE FOREST DR (1) | LAUD HOWELL PKWY TO 3,200' S OF LAUD HOWELL PKWY | 3,221 | 6 | G6D | 466 | 50% | 700 | 1,281 | 6,764,000 | 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 | 8,501 | 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) | 1,105' 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 | 11,088,000 | 0 | 2,100 | $ 5,969,050 | $ 5,969,050 |
| 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 1,550' 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 | 7,286 | 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 | $ 4,538,400 | $ 4,538,400 |
| 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% | 700 | 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 | 6,494 | 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 | 100% | 525 | 462 | 2,439,000 | 0 | 462 | $ 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 | 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 |
| **SUBTOTAL** | | | | | | | | | **59,041** | | **1,923** | **57,118** | **$ 225,290,659** | **$ 189,016,118** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA D** | **$ 189,027,810** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area E

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E-1 | BLOOMDALE RD (12) | US HIGHWAY 75 TO REDBUD BLVD | 2,534 | 2 | P6D(1/3) | New | 100% | 780 | 749 | 3,954,000 | 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 | 8,402,000 | 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 | 5,766,000 | 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 | 6,061,000 | 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 | 8,870,000 | 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 | 5,346,000 | 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 | 2,550,000 | 12 | 471 | $ 3,417,400 | $ 1,708,700 |
| E-8 | WILMETH RD (15) | 1,150' W OF FM 2933 TO 400' E OF FM 2933 | 1,531 | 6 | M6D | 233 | 50% | 700 | 609 | 3,216,000 | 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 | 162 | 100% | 700 | 1,540 | 8,131,000 | 89 | 1,451 | $ 650,000 | $ 650,000 |
| E-10 | REDBUD BLVD (2) | 2,930' S OF BLOOMDALE RD TO WILMETH RD | 1,637 | 2 | M4D(1/2) | New | 100% | 700 | 434 | 2,292,000 | 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 | 5,544,000 | 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 | 6,875,000 | 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 | 3,954,000 | 53 | 696 | $ 861,000 | $ 861,000 |
| E-14 | STATE HIGHWAY 5 (1) | 4,700' N OF AIRPORT DR TO 3,995' N OF AIRPORT DR | 686 | 6 | M6D | 675 | 50% | 700 | 273 | 1,441,000 | 44 | 229 | $ 695,100 | $ 347,550 |
| E-15 | STATE HIGHWAY 5 (2) | 1,915' N OF AIRPORT DR TO US HIGHWAY 380 | 11,986 | 6 | M6D | 1,302 | 100% | 700 | 9,534 | 50,340,000 | 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 | 19,027,000 | 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 | 13,097,000 | 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 | 7,166,000 | 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 | 18,039,000 | 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 | 4,036,000 | 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 | 6,178,000 | 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** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA E** | **$ 73,733,042** |

## City of McKinney - 2019 Roadway Impact Fee Update

### RIP Service Units of Supply

### Service Area F

10/7/2020

| 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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No Thoroughfare Roadways within the City Limits Currently Present within Service Area F | | | | | | | | | | | | | | |
| **SUBTOTAL** | | | | | | | | | **0** | | **0** | **0** | **$ -** | **$ -** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA F** | | **$ 11,692** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area G

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G-1 | VIRGINIA PKWY (1) | COIT RD TO 500' W OF INDEPENDENCE PKWY | 4,752 | 2 | M6D(1/3) | New | 100% | 700 | 1,260 | 6,653,000 | 0 | 1,260 | $ 2,158,800 | $ 2,158,800 |
| G-2 | VIRGINIA PKWY (2) | 500' W OF INDEPENDENCE PKWY TO 325' E OF FORKHORN DR | 1,742 | 2 | M6D(1/3) | New | 50% | 700 | 231 | 1,220,000 | 0 | 231 | $ 794,400 | $ 397,200 |
| 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 | 3,105,000 | 246 | 342 | $ 913,196 | $ 456,598 |
| G-4 | VIRGINIA PKWY (4) | 935' W OF VIRGINIA HILLS DR TO CUSTER RD | 2,693 | 6 | M6D(1/3) | 1,620 | 100% | 700 | 2,142 | 11,310,000 | 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 | 3,622,000 | 0 | 686 | $ 1,182,000 | $ 1,182,000 |
| G-6 | VIRGINIA PKWY (6) | 410' E OF DANBURY RD TO VIRGINIA PARKLANDS BLVD | 2,059 | 1 | M6D(1/6) | New | 100% | 700 | 273 | 1,441,000 | 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 | 1,146,000 | 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 | 9,018,000 | 0 | 1,708 | $ 2,931,600 | $ 2,931,600 |
| G-9 | WESTRIDGE BLVD (3) | 2,720' E OF INDEPENDENCE PKWY TO CUSTER RD | 2,640 | 2 | M6D(1/3) | New | 50% | 700 | 350 | 1,848,000 | 0 | 350 | $ 1,192,800 | $ 596,400 |
| H-1, G-10 | ELDORADO PKWY (1) | CUSTER RD TO RIDGE RD | 10,824 | 2 | G6D(1/3) | New | 50% | 700 | 1,435 | 7,577,000 | 0 | 1,435 | $ 5,202,000 | $ 2,601,000 |
| G-11 | COIT RD (1) | US HIGHWAY 380 TO 2,610' S OF VIRGINIA PKWY | 8,078 | 2 | M6D(1/3) | New | 50% | 700 | 1,071 | 5,655,000 | 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 | 1,811,000 | 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 | 2,883,000 | 0 | 546 | $ 951,600 | $ 951,600 |
| G-14 | INDEPENDENCE PKWY (2) | VIRGINIA PKWY TO 2,690' S OF WESTRIDGE BLVD | 8,026 | 2 | M6D(1/3) | New | 100% | 700 | 2,128 | 11,236,000 | 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 | 50,162,000 | 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 | 25,205,000 | 3,358 | 1,416 | $ 1,476,398 | $ 1,476,398 |
| 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 |
| 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 | 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 |
| **SUBTOTAL** | | | | | | | | | **29,072** | | **10,520** | **18,552** | **$ 39,689,697** | **$ 30,208,237** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA G** | **$ 30,219,929** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

## Service Area H

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-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 | ELDORADO 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 BURNETT DR | 1,930 | 4 | M4D(1/2) | 397 | 100% | 700 | 1,023 | 5,404,000 | 145 | 879 | $ 2,746,293 | $ 2,746,293 |
| H-3 | SILVERADO TRL (2) | ALMA DR TO ALFALFA 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 | 9,497 | 50,146,000 | 4,191 | 5,306 | $ 4,479,991 | $ 4,479,991 |
| H-5 | CUSTER RD (6) | ELDORADO 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 | 2,088 | 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** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA H** | | **$ 16,403,341** |

# 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 PK-HR 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 2,520 | 13,306,000 | 0 | 2,520 | $ 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 | 2 | M6D(1/3) | New | 50% | 700 | 483 | 2,550,000 | 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% | | | | | | $ 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 |
| **SUBTOTAL** | | | | | | | | | **22,925** | | **6,301** | **16,624** | **$ 49,754,690** | **$ 35,579,653** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA I** | | **$ 35,591,345** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area J

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J-1 | WHITE AVE (1) | HARDIN BLVD TO BOIS D'ARC RD | 898 | 4 | M4D | 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 | M4D | 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 | M6D | 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 | G6D(1/3) | New | 100% | 700 | 427 | 2,255,000 | 0 | 427 | $ 4,047,600 | $ 4,047,600 |
| J-5 | COLLIN MCKINNEY PKWY (5) | 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 |
| 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 |
| J-8 | MEDICAL CENTER DR | STATE HIGHWAY 121 TO 1,685' S OF STATE HIGHWAY 121 | 1,690 | 4 | M4D | 760 | 100% | 700 | 896 | 4,731,000 | 243 | 653 | $ 2,240,000 | $ 2,240,000 |
| 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 |
| J-11 | STATE HIGHWAY 5 (6) | 3,525' S OF STATE HIGHWAY 121 TO 4,520' S OF STATE HIGHWAY 121 | 1,003 | 4 | M4D | 1,281 | 50% | 700 | 266 | 1,404,000 | 122 | 144 | $ 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 |
| **SUBTOTAL** | | | | | | | | | **12,550** | | **7,106** | **5,444** | **$ 43,025,771** | **$ 28,194,611** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA J** | | **$ 28,206,303** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area K

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | P6D(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 | P6D(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 | P6D | 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 | P6D(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 | $ 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 |
| **SUBTOTAL** | | | | | | | | | **10,297** | | **3,061** | **7,236** | **$ 29,773,250** | **$ 19,363,000** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA K** | **$ 19,374,692** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area L

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| K-4, L-1 | HARRY MCKILLOP BLVD / FM 546 (2) | AIRPORT DR TO 980' E OF AIRPORT DR | 1,003 | 2 | P6D(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 | P6D | New | 50% | 780 | 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) | 1,848 | 6 | P6D | New | 100% | 780 | 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 | P6D | New | 100% | 780 | 3,089 | 16,309,000 | 0 | 3,089 | $ 3,843,225 | $ 3,843,225 |
| L-5 | HARRY MCKILLOP BLVD / FM 546 (N) (1) | HARRY MCKILLOP BLVD / FM 546 (S) TO 1,865' E OF HARRY MCKILLOP BLVD / FM 546 (S) | 1,848 | 6 | M6D | New | 100% | 700 | 1,470 | 7,762,000 | 0 | 1,470 | $ 2,166,900 | $ 2,166,900 |
| K-9, L-6 | AIRPORT DR (5) | US HIGHWAY 380 TO 470' N OF HARRY MCKILLOP BLVD / FM 546 | 13,886 | 2 | P6D(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 |
| L-8 | UNNAMED C (3) | US HIGHWAY 380 TO 2,435' S OF US HIGHWAY 380 | 2,429 | 6 | P6D | New | 100% | 780 | 2,153 | 11,367,000 | 0 | 2,153 | $ 5,807,850 | $ 5,807,850 |
| 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 |
| 41 | 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 |
| **SUBTOTAL** | | | | | | | | | **14,785** | | **2** | **14,783** | **$ 41,204,150** | **$ 27,812,925** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA L** | **$ 27,824,617** |

# City of McKinney - 2019 Roadway Impact Fee Update

## RIP Service Units of Supply

### Service Area M

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-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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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** | **$ 14,988,650** | **$ 7,854,313** |
| | | | | | | | | | | | | | | **$ 11,692** |
| | | | | | | | | | | | | | **TOTAL COST IN SERVICE AREA B** | **$ 7,866,005** |

# Appendix C – Existing Roadway Facilities Inventory

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area A

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 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 | NB/EB | SB/WB |
| 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 | 7 | 61 | 61 | | |
| **SUBTOTAL** | | | **1,504** | **0.28** | | | | | | | | | **68** | **68** | **7** | **7** | **61** | **61** | **0** | **0** |
| | | | | | | | | | | | | | **135** | | **14** | | **121** | | **0** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area B

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 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 | NB/EB | SB/WB |
| HARDIN BLVD | CR 204 | CR 206 | 433 | 0.08 | 1 | 1 | 2U | 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 | 2U | 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 | 2U | 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

## Service Area C

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 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 | NB/EB | SB/WB |
| US HIGHWAY 380 | RIDGE RD | LAKE FOREST DR | 5,517 | 1.04 | 3 | 3 | 6D | 2,025 | 2,025 | 100% | 780 | 780 | 2,445 | 2,445 | 2,116 | 2,116 | 329 | 329 | | |
| US HIGHWAY 380 | CUSTER RD | STONEBRIDGE DR | 3,371 | 0.64 | 3 | 3 | 6D | 1,679 | 1,731 | 100% | 780 | 780 | 1,494 | 1,494 | 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 | 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 | 50% | 700 | 700 | 683 | 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 | 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 | 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 | 48 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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** |
| | | | | | | | | | | | | | **24,577** | | **15,299** | | **9,278** | | **55** | |

# 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 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 | 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% | 475 | 475 | 82 | 82 | 1 | 1 | 81 | 81 | | |
| 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 | -32 | 34 | 32 |
| **SUBTOTAL** | | | **81,465** | **15.43** | | | | | | | | | **16,802** | **16,802** | **9,678** | **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

## Service Area E

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 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 | NB/EB | SB/WB |
| US HIGHWAY 380 | THROCKMORTON ST | AIRPORT DR | 2452 | 0.46 | 3 | 3 | 6D | 1515 | 1515 | 100% | 780 | 780 | 1,087 | 1,087 | 703 | 703 | 383 | 383 | | |
| US HIGHWAY 380 | STATE HIGHWAY 5 | THROCKMORTON ST | 2595 | 0.49 | 3 | 3 | 6D | 1492 | 1492 | 100% | 780 | 780 | 1,150 | 1,150 | 733 | 733 | 417 | 417 | | |
| US HIGHWAY 380 | TENNESSEE ST | STATE HIGHWAY 5 | 683 | 0.13 | 3 | 3 | 6D | 1638 | 1638 | 100% | 780 | 780 | 303 | 303 | 212 | 212 | 91 | 91 | | |
| REDBUD BLVD | US HIGHWAY 380 | WHITE AVE | 3,146 | 0.60 | 2 | 2 | 4D | 208 | 276 | 100% | 700 | 700 | 834 | 834 | 124 | 164 | 710 | 670 | | |
| US HIGHWAY 380 | GRAVES ST | TENNESSEE ST | 4,618 | 0.87 | 3 | 3 | 6D | 2024 | 2024 | 100% | 780 | 780 | 2,047 | 2,047 | 1,770 | 1,770 | 277 | 277 | | |
| TENNESSEE ST | STATE HIGHWAY 5 | US HIGHWAY 380 | 1,405 | 0.27 | 2 | 2 | 4U | 194 | 270 | 100% | 525 | 525 | 279 | 279 | 52 | 72 | 228 | 208 | | |
| STATE HIGHWAY 5 | TENNESSEE ST | US HIGHWAY 380 | 1,785 | 0.34 | 2 | 2 | 4D | 651 | 651 | 100% | 700 | 700 | 473 | 473 | 220 | 220 | 253 | 253 | | |
| US HIGHWAY 380 | US HIGHWAY 75 | REDBUD BLVD | 1,479 | 0.28 | 3 | 3 | 6D | 1935 | 1935 | 100% | 780 | 780 | 655 | 655 | 542 | 542 | 114 | 114 | | |
| REDBUD BLVD | BRAY CENTRAL DR | US HIGHWAY 380 | 2,846 | 0.54 | 2 | 2 | 4D | 322 | 370 | 100% | 700 | 700 | 755 | 755 | 174 | 199 | 581 | 555 | | |
| BRAY CENTRAL DR | US HIGHWAY 75 | REDBUD BLVD | 2,300 | 0.44 | 2 | 2 | 4U | 171 | 171 | 100% | 525 | 525 | 457 | 457 | 75 | 75 | 383 | 383 | | |
| UNNAMED C | WILMETH RD | 2,615' S OF WILMETH RD | 2,613 | 0.49 | 1 | 1 | 2U | 53 | 53 | 50% | 475 | 475 | 118 | 118 | 13 | 13 | 104 | 104 | | |
| REDBUD BLVD | WILMETH RD | BRAY CENTRAL DR | 2,383 | 0.45 | 2 | 2 | 4D | 232 | 268 | 100% | 700 | 700 | 632 | 632 | 105 | 121 | 527 | 511 | | |
| WILMETH RD | US HIGHWAY 75 | REDBUD BLVD | 1,536 | 0.29 | 2 | 2 | 4D | 481 | 481 | 100% | 700 | 700 | 407 | 407 | 140 | 140 | 267 | 267 | | |
| STATE HIGHWAY 5 | WILMETH RD | TENNESSEE ST | 4,843 | 0.92 | 1 | 1 | 2U | 534 | 534 | 100% | 475 | 475 | 436 | 436 | 490 | 490 | -54 | -54 | 54 | 54 |
| WILMETH RD | 2,570' E OF REDBUD BLVD | STATE HIGHWAY 5 | 2,146 | 0.41 | 1 | 1 | 2U | 462 | 462 | 100% | 475 | 475 | 193 | 193 | 188 | 188 | 5 | 5 | | |
| STATE HIGHWAY 5 | AIRPORT DR | 1,965' S OF AIRPORT DR | 1,967 | 0.37 | 1 | 1 | 2U | 497 | 497 | 100% | 475 | 475 | 177 | 177 | 185 | 185 | -8 | -8 | 8 | 8 |
| REDBUD BLVD | BLOOMDALE RD | 2,930' S OF BLOOMDALE RD | 2,931 | 0.56 | 2 | 2 | 4D | 75 | 87 | 100% | 700 | 700 | 777 | 777 | 41 | 48 | 736 | 729 | | |
| BLOOMDALE RD | US HIGHWAY 75 | REDBUD BLVD | 2,521 | 0.48 | 2 | 2 | 4D | 183 | 183 | 100% | 700 | 700 | 668 | 668 | 87 | 87 | 581 | 581 | | |
| BLOOMDALE RD | REDBUD BLVD | LAUD HOWELL PKWY | 2,693 | 0.51 | 1 | 1 | 2U | 66 | 66 | 100% | 475 | 475 | 242 | 242 | 34 | 34 | 208 | 208 | | |
| LAUD HOWELL PKWY | BLOOMDALE RD | STATE HIGHWAY 5 | 871 | 0.16 | 1 | 1 | 2U | 166 | 166 | 100% | 475 | 475 | 78 | 78 | 27 | 27 | 51 | 51 | | |
| LAUD HOWELL PKWY | US HIGHWAY 75 | 2,620' S OF US HIGHWAY 75 | 2,622 | 0.50 | 1 | 1 | 2U | 100 | 100 | 50% | 475 | 475 | 118 | 118 | 25 | 25 | 93 | 93 | | |
| STATE HIGHWAY 5 | 4,700' N OF AIRPORT DR | 3,995' N OF AIRPORT DR | 706 | 0.13 | 1 | 1 | 2U | 337 | 337 | 50% | 475 | 475 | 32 | 32 | 23 | 23 | 9 | 9 | | |
| STATE HIGHWAY 5 | 1,915' N OF AIRPORT DR | AIRPORT DR | 1,915 | 0.36 | 1 | 1 | 2U | 337 | 337 | 100% | 475 | 475 | 172 | 172 | 122 | 122 | 50 | 50 | | |
| STATE HIGHWAY 5 | 1,965' S OF AIRPORT DR | WILMETH RD | 1,452 | 0.27 | 1 | 1 | 3U | 497 | 497 | 100% | 525 | 525 | 144 | 144 | 137 | 137 | 8 | 8 | | |
| LAUD HOWELL PKWY | 2,620' S OF US HIGHWAY 75 | BLOOMDALE RD | 1,635 | 0.31 | 1 | 1 | 2U | 100 | 100 | 100% | 475 | 475 | 147 | 147 | 31 | 31 | 116 | 116 | | |
| AIRPORT DR | WOODLAWN RD (N) | WOODLAWN RD (S) | 1,536 | 0.29 | 1 | 1 | 2U | 431 | 431 | 100% | 475 | 475 | 138 | 138 | 126 | 126 | 13 | 13 | | |
| WILMETH RD | UNNAMED C | 400' E OF UNNAMED C | 399 | 0.08 | 1 | 1 | 2U | 117 | 117 | 50% | 475 | 475 | 18 | 18 | 4 | 4 | 14 | 14 | | |
| WILMETH RD | 1,150' W OF UNNAMED C | UNNAMED C | 1,150 | 0.22 | 1 | 1 | 2U | 117 | 117 | 50% | 475 | 475 | 52 | 52 | 13 | 13 | 39 | 39 | | |
| WILMETH RD | AIRPORT DR | 235' E OF AIRPORT DR | 236 | 0.04 | 1 | 1 | 2U | 51 | 51 | 50% | 475 | 475 | 11 | 11 | 1 | 1 | 9 | 9 | | |
| WILMETH RD | 980' W OF AIRPORT DR | AIRPORT DR | 981 | 0.19 | 1 | 1 | 2U | 51 | 51 | 50% | 475 | 475 | 44 | 44 | 5 | 5 | 39 | 39 | | |
| WILMETH RD | 2,100' E OF SH 5 | 980' W OF AIRPORT DR | 1,346 | 0.25 | 1 | 1 | 2U | 51 | 51 | 100% | 475 | 475 | 121 | 121 | 13 | 13 | 108 | 108 | | |
| WILMETH RD | REDBUD BLVD | 1,340' E OF REDBUD BLVD | 1,343 | 0.25 | 2 | 2 | 4D | 462 | 462 | 100% | 700 | 700 | 356 | 356 | 117 | 117 | 239 | 239 | | |
| WILMETH RD | 1,340' E OF REDBUD BLVD | 2,570' E OF REDBUD BLVD | 1,228 | 0.23 | 2 | 2 | 4D | 462 | 462 | 100% | 700 | 700 | 325 | 325 | 107 | 107 | 218 | 218 | | |
| REDBUD BLVD | 2,930' S OF BLOOMDALE RD | WILMETH RD | 1,645 | 0.31 | 1 | 1 | 2U | 75 | 87 | 100% | 475 | 475 | 148 | 148 | 23 | 27 | 125 | 121 | | |
| US HIGHWAY 380 | REDBUD BLVD | GRAVES ST | 854 | 0.16 | 3 | 3 | 6D | 1911 | 1911 | 100% | 780 | 780 | 378 | 378 | 309 | 309 | 69 | 69 | | |
| US HIGHWAY 380 | AIRPORT DR | 940' E OF AIRPORT DR | 939 | 0.18 | 2 | 2 | 4D | 2249 | 2249 | 100% | 700 | 700 | 249 | 249 | 400 | 400 | -151 | -151 | 151 | 151 |
| **SUBTOTAL** | | | **67,800** | **12.84** | | | | | | | | | **14,223** | **14,223** | **7,371** | **7,484** | **6,852** | **6,739** | **213** | **213** |
| | | | | | | | | | | | | | **28,446** | | **14,855** | | **13,591** | | **427** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area F

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 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 | NB/EB | SB/WB |
| No Thoroughfare Roadways within City Limits Currently Present within Service Area F | | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL | | | 0 | 0.00 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 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 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 | NB/EB | SB/WB |
| ELDORADO PKWY | ALMA DR | RIDGE RD | 5325 | 1.01 | 2 | 2 | 4D | 1092 | 1092 | 100% | 700 | 700 | 1,412 | 1,412 | 1,102 | 1,102 | 310 | 310 | | |
| ELDORADO PKWY | STONEBRIDGE DR | ALMA DR | 2035 | 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 | 535 | 352 | 386 | | |
| STONEBRIDGE DR | ALMA DR | ELDORADO PKWY | 1,607 | 0.30 | 2 | 2 | 4D | 572 | 619 | 100% | 700 | 700 | 426 | 426 | 174 | 189 | 252 | 238 | | |
| ALMA DR | STONEBRIDGE DR | ELDORADO PKWY | 2,285 | 0.43 | 2 | 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 | 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 | 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 | 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 | 2 | 4D | 298 | 319 | 100% | 700 | 700 | 722 | 722 | 154 | 165 | 568 | 557 | | |
| CUSTER RD | WESTRIDGE BLVD | ELDORADO PKWY | 5,381 | 1.02 | 3 | 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 | 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 | 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 | 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 | 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 | 2 | 4D | 749 | 753 | 100% | 700 | 700 | 720 | 720 | 385 | 387 | 335 | 333 | | |
| VIRGINIA PKWY | STONEBRIDGE DR | RIDGE RD | 3,422 | 0.65 | 3 | 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 | 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 | 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 | 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 | 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 | 2,684 | 0.51 | 2 | 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 | 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 | 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 | 3 | 6D | 1819 | 1761 | 50% | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 2 | 4D | 907 | 848 | 50% | 700 | 700 | 163 | 163 | 105 | 99 | 57 | 64 | | |
| VIRGINIA PKWY | 325' E OF FORKHORN DR | 935' W OF VIRGINIA HILLS DR | 1,467 | 0.28 | 2 | 2 | 4D | 907 | 848 | 50% | 700 | 700 | 195 | 195 | 126 | 118 | 68 | 77 | | |
| VIRGINIA PKWY | CUSTER RD | 410' E OF DANBURY RD | 2,592 | 0.49 | 2 | 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 | 5D | 867 | 840 | 100% | 700 | 700 | 815 | 543 | 336 | 326 | 479 | 217 | | |
| WESTRIDGE BLVD | COIT RD | 1,635' E OF COIT RD | 1,637 | 0.31 | 2 | 2 | 4D | 322 | 289 | 50% | 700 | 700 | 217 | 217 | 50 | 45 | 167 | 172 | | |
| WESTRIDGE BLVD | 2,720' E OF INDEPENDENCE PKW | CUSTER RD | 2,617 | 0.50 | 1 | 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** | | **39,180** | | **0** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area H

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 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 | NB/EB | SB/WB |
| CUSTER RD | ROLATOR RD | STATE HIGHWAY 121 | 4,547 | 0.86 | 3 | 3 | 6D | 2150 | 2406 | 50% | 780 | 780 | 1,007 | 1,007 | 926 | 1,036 | 82 | -28 | | 28 |
| COLLIN MCKINNEY PKWY | CUSTER RD | COLLIN MCKINNEY PKWY | 3,807 | 0.72 | 2 | 2 | 4D | 251 | 251 | 100% | 700 | 700 | 1,009 | 1,009 | 181 | 181 | 828 | 828 | | |
| COLLIN MCKINNEY PKWY | WEISKOPF AVE | ALMA RD | 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 | 3 | 6D | 766 | 807 | 100% | 780 | 780 | 1,711 | 1,711 | 560 | 590 | 1,151 | 1,121 | | |
| COLLIN MCKINNEY PKWY | WEISKOPF AVE | ALMA RD | 3,873 | 0.73 | 1 | 2 | 3U | 16 | 114 | 100% | 525 | 525 | 385 | 770 | 12 | 84 | 374 | 687 | | |
| COLLIN MCKINNEY PKWY | ALMA RD | 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 RD | 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 | | |
| STACY RD | 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 | | |
| MCKINNEY RANCH PKWY | STACY RD | 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 | 2,635 | 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 | 2,623 | 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 | 535 | 352 | 386 | | |
| ALMA DR | 805' S OF BEAVER CREEK DR | SILVERADO TRL | 1,958 | 0.37 | 2 | 2 | 4D | 698 | 698 | 100% | 700 | 700 | 519 | 519 | 259 | 259 | 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 | 251 | 146 | 100% | 475 | 475 | 174 | 174 | 92 | 53 | 82 | 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** | | | | | | | | | **28,552** | **28,530** | **13,979** | **14,089** | **14,573** | **14,441** | **43** | **70** |
| | | | | | | | | | | | | | **57,081** | | **28,068** | | **29,014** | | **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 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 | NB/EB | SB/WB |
| 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 | | |
| COLLIN MCKINNEY PKWY | STACY RD | VILLAGE PARK | 2,900 | 0.55 | 2 | 2 | 4D | 136 | 136 | 100% | 700 | 700 | 769 | 769 | 75 | 75 | 694 | 694 | | |
| LAKE FOREST DR | COLLIN MCKINNEY PKWY | STATE HIGHWAY 121 | 2,145 | 0.41 | 3 | 3 | 6D | 1460 | 1460 | 100% | 780 | 780 | 950 | 950 | 593 | 593 | 357 | 357 | | |
| COLLIN MCKINNEY PKWY | COTTONWOOD CREEK | 1110' E OF TINA DR | 2,929 | 0.55 | 1 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 2 | 4D | 1400 | 1400 | 100% | 700 | 700 | 1,779 | 1,779 | 1,779 | 1,779 | 0 | 0 | 0 | 0 |
| 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 | 850' E OF RIDGE RD | LAKE FOREST DR | 3,350 | 0.63 | 2 | 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 | 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 | 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 | 2 | 4D | 390 | 390 | 100% | 700 | 700 | 648 | 648 | 181 | 181 | 467 | 467 | | |
| HARDIN BLVD | VIRGINIA PKWY | ELDORADO PKWY | 10,688 | 2.02 | 2 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 3 | 6D | 2583 | 2583 | 100% | 780 | 780 | 2,436 | 2,436 | 2,689 | 2,689 | -253 | -253 | 253 | 253 |
| US HIGHWAY 380 | RIDGE RD | LAKE FOREST DR | 5,517 | 1.04 | 3 | 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 | 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 | 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 | 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 | 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 | 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** | **15,796** | **15,625** | **254** | **254** |
| | | | | | | | | | | | | | **80,022** | | **48,601** | | **31,421** | | **507** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area J

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 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 | NB/EB | SB/WB |
| HARDIN BLVD | COLLIN MCKINNEY PKWY | STATE HIGHWAY 121 | 1,162 | 0.22 | 3 | 3 | 6D | 961 | 961 | 100% | 780 | 780 | 515 | 515 | 212 | 212 | 304 | 304 | | |
| COLLIN MCKINNEY PKWY | HARDIN BLVD | 985' E OF HARDIN BLVD | 983 | 0.19 | 2 | 2 | 4D | 100 | 100 | 100% | 700 | 700 | 261 | 261 | 19 | 19 | 242 | 242 | | |
| HARDIN BLVD | MCKINNEY RANCH PKWY | COLLIN MCKINNEY PKWY | 1,863 | 0.35 | 3 | 3 | 6D | 961 | 961 | 100% | 780 | 780 | 826 | 826 | 339 | 339 | 487 | 487 | | |
| MCKINNEY RANCH PKWY | 515' E OF HARDIN BLVD | COLLIN MCKINNEY PKWY | 2,595 | 0.49 | 2 | 2 | 4D | 275 | 226 | 100% | 700 | 700 | 688 | 688 | 135 | 111 | 553 | 577 | | |
| MCKINNEY RANCH PKWY | COLLIN MCKINNEY PKWY | STATE HIGHWAY 121 | 2,197 | 0.42 | 2 | 2 | 4D | 60 | 124 | 100% | 700 | 700 | 583 | 583 | 25 | 51 | 558 | 531 | | |
| MEDICAL CENTER DR | STATE HIGHWAY 121 | 1,685' S OF STATE HIGHWAY 121 | 1,684 | 0.32 | 1 | 1 | 3U | 380 | 380 | 100% | 525 | 525 | 167 | 167 | 121 | 121 | 46 | 46 | | |
| COLLIN MCKINNEY PKWY | 720' W OF TEST DR | CRAIG DR | 2,252 | 0.43 | 2 | 2 | 4U | 174 | 174 | 100% | 525 | 525 | 448 | 448 | 74 | 74 | 374 | 374 | | |
| HARDIN BLVD | ELDORADO PKWY | MCKINNEY RANCH PKWY | 3,255 | 0.62 | 2 | 2 | 4D | 948 | 948 | 100% | 700 | 700 | 863 | 863 | 584 | 584 | 279 | 279 | | |
| STATE HIGHWAY 5 | STATE HIGHWAY 121 | 4,520' S OF STATE HIGHWAY 121 | 4,519 | 0.86 | 1 | 1 | 2U | 640 | 640 | 100% | 475 | 475 | 407 | 407 | 548 | 548 | -142 | -142 | 142 | 142 |
| ELDORADO PKWY | HARDIN BLVD | 495' W OF US HIGHWAY 75 | 7,277 | 1.38 | 2 | 2 | 4D | 1194 | 1194 | 100% | 700 | 700 | 1,930 | 1,930 | 1,646 | 1,646 | 283 | 283 | | |
| ELDORADO PKWY | US HIGHWAY 75 | 710' E OF US HIGHWAY 75 | 711 | 0.13 | 3 | 3 | 6D | 976 | 976 | 100% | 780 | 780 | 315 | 315 | 131 | 131 | 184 | 184 | | |
| MEDICAL CENTER DR | ELDORADO PKWY | STATE HIGHWAY 121 | 4,022 | 0.76 | 2 | 2 | 4D | 361 | 361 | 100% | 700 | 700 | 1,066 | 1,066 | 275 | 275 | 792 | 792 | | |
| STATE HIGHWAY 5 | HARRY MCKILLOP BLVD / FM 546 | STATE HIGHWAY 121 | 3,109 | 0.59 | 2 | 2 | 4D | 2071 | 2071 | 100% | 700 | 700 | 824 | 824 | 1,219 | 1,219 | -395 | -395 | 395 | 395 |
| ELDORADO PKWY | MEDICAL CENTER DR | 370' E OF BARRANCA WAY | 4,308 | 0.82 | 2 | 2 | 4D | 826 | 826 | 100% | 700 | 700 | 1,142 | 1,142 | 674 | 674 | 469 | 469 | | |
| HARDIN BLVD | VIRGINIA PKWY | ELDORADO PKWY | 10,688 | 2.02 | 2 | 2 | 4D | 997 | 997 | 100% | 700 | 700 | 2,834 | 2,834 | 2,017 | 2,017 | 817 | 817 | | |
| LOUISIANA ST | WILSON CREEK PKWY | VIRGINIA STREET | 557 | 0.11 | 2 | 2 | 4D | 0 | 802 | 100% | 700 | 700 | 148 | 148 | 0 | 85 | 148 | 63 | | |
| LOUISIANA ST | US HIGHWAY 75 | WILSON CREEK PKWY | 1,228 | 0.23 | 2 | 3 | 5D | 977 | 1018 | 100% | 700 | 700 | 326 | 488 | 227 | 237 | 98 | 252 | | |
| VIRGINIA PKWY | HARDIN BLVD | US HIGHWAY 75 | 8,472 | 1.60 | 3 | 3 | 6D | 1082 | 1082 | 100% | 780 | 780 | 3,755 | 3,755 | 1,735 | 1,735 | 2,019 | 2,019 | | |
| HARDIN BLVD | WHITE AVE | VIRGINIA PKWY | 5,297 | 1.00 | 2 | 2 | 4D | 701 | 701 | 50% | 700 | 700 | 702 | 702 | 352 | 352 | 351 | 351 | | |
| WHITE AVE | BOIS D'ARC RD | COMMUNITY AVE | 4,929 | 0.93 | 2 | 2 | 4D | 357 | 357 | 100% | 700 | 700 | 1,307 | 1,307 | 333 | 333 | 974 | 974 | | |
| WHITE AVE | COMMUNITY AVE | US HIGHWAY 75 | 2,562 | 0.49 | 2 | 2 | 4D | 398 | 398 | 100% | 700 | 700 | 679 | 679 | 193 | 193 | 486 | 486 | | |
| WHITE AVE | US HIGHWAY 75 | REDBUD BLVD | 1,061 | 0.20 | 1 | 1 | 2U | 279 | 316 | 100% | 475 | 475 | 95 | 95 | 56 | 63 | 39 | 32 | | |
| COMMUNITY AVE | US HIGHWAY 380 | 2,055' S OF US HIGHWAY 380 | 2,055 | 0.39 | 2 | 2 | 4U | 344 | 344 | 100% | 525 | 525 | 409 | 409 | 134 | 134 | 275 | 275 | | |
| US HIGHWAY 380 | COMMUNITY AVE | US HIGHWAY 75 | 2,357 | 0.45 | 3 | 3 | 6D | 2441 | 2441 | 100% | 780 | 780 | 1,044 | 1,044 | 1,090 | 1,090 | -45 | -45 | 45 | 45 |
| HARDIN BLVD | US HIGHWAY 380 | WHITE AVE | 3,041 | 0.58 | 2 | 2 | 4D | 536 | 536 | 50% | 700 | 700 | 403 | 403 | 154 | 154 | 249 | 249 | | |
| US HIGHWAY 380 | HARDIN BLVD | COMMUNITY AVE | 5,281 | 1.00 | 3 | 3 | 6D | 2169 | 2169 | 100% | 780 | 780 | 2,340 | 2,340 | 2,170 | 2,170 | 171 | 171 | | |
| COMMUNITY AVE | 2,055' S OF US HIGHWAY 380 | WHITE AVE | 1,165 | 0.22 | 2 | 2 | 4U | 453 | 453 | 100% | 525 | 525 | 232 | 232 | 100 | 100 | 132 | 132 | | |
| US HIGHWAY 380 | REDBUD BLVD | GRAVES ST | 854 | 0.16 | 3 | 3 | 6D | 1911 | 1911 | 100% | 780 | 780 | 378 | 378 | 309 | 309 | 69 | 69 | | |
| WHITE AVE | HARDIN BLVD | BOIS D'ARC RD | 904 | 0.17 | 2 | 2 | 4D | 312 | 312 | 100% | 700 | 700 | 240 | 240 | 53 | 53 | 186 | 186 | | |
| WHITE AVE | REDBUD BLVD | GRAVES ST | 1,865 | 0.35 | 1 | 1 | 2U | 263 | 258 | 100% | 475 | 475 | 168 | 168 | 93 | 91 | 75 | 77 | | |
| VIRGINIA STREET | LOUISIANA ST | GRAVES ST | 989 | 0.19 | 0 | 2 | 2UO | 0 | 802 | 100% | 475 | 475 | 0 | 178 | 0 | 150 | 0 | 28 | | |
| LOUISIANA ST | VIRGINIA STREET | GRAVES ST | 1,050 | 0.20 | 2 | 0 | 2UO | 631 | 0 | 100% | 475 | 475 | 189 | 0 | 126 | 0 | 63 | 0 | | |
| ELDORADO PKWY | 710' E OF US HIGHWAY 75 | MEDICAL CENTER DR | 559 | 0.11 | 2 | 2 | 4D | 976 | 976 | 100% | 700 | 700 | 148 | 148 | 103 | 103 | 45 | 45 | | |
| ELDORADO PKWY | 495' W OF US HIGHWAY 75 | US HIGHWAY 75 | 494 | 0.09 | 3 | 3 | 6D | 979 | 979 | 100% | 780 | 780 | 219 | 219 | 92 | 92 | 127 | 127 | | |
| ELDORADO PKWY | 370' E OF BARRANCA WAY | 1,180' E OF BARRANCA WAY | 812 | 0.15 | 2 | 2 | 4D | 656 | 656 | 100% | 700 | 700 | 215 | 215 | 101 | 101 | 114 | 114 | | |
| MCKINNEY RANCH PKWY | HARDIN BLVD | 515' E OF HARDIN BLVD | 512 | 0.10 | 2 | 2 | 4D | 275 | 226 | 100% | 700 | 700 | 136 | 136 | 27 | 22 | 109 | 114 | | |
| COLLIN MCKINNEY PKWY | 985' E OF HARDIN BLVD | 2,100' E OF HARDIN BLVD | 1,118 | 0.21 | 1 | 1 | 3U | 100 | 100 | 100% | 525 | 525 | 111 | 111 | 21 | 21 | 90 | 90 | | |
| COLLIN MCKINNEY PKWY | MCKINNEY RANCH PKWY | 720' W OF TEST DR | 1,943 | 0.37 | 2 | 2 | 4U | 86 | 86 | 100% | 525 | 525 | 386 | 386 | 32 | 32 | 355 | 355 | | |
| **SUBTOTAL** | | | **99,731** | **18.89** | | | | | | | | | **26,500** | **26,652** | **15,520** | **15,643** | **10,979** | **11,009** | **582** | **582** |
| | | | | | | | | | | | | | **53,151** | | **31,163** | | **21,988** | | **1,163** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

### Service Area K

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 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 | NB/EB | SB/WB |
| AIRPORT DR | 470' N OF HARRY MCKILLOP BLVD / FM 546 | HARRY MCKILLOP BLVD / FM 546 | 468 | 0.09 | 1 | 1 | 2U | 22 | 22 | 50% | 475 | 475 | 21 | 21 | 1 | 1 | 20 | 20 | | |
| STATE HIGHWAY 5 | STATE HIGHWAY 121 | 4,520' S OF STATE HIGHWAY 121 | 4,519 | 0.86 | 1 | 1 | 2U | 640 | 640 | 100% | 475 | 475 | 407 | 407 | 548 | 548 | -142 | -142 | 142 | 142 |
| STATE HIGHWAY 5 | HARRY MCKILLOP BLVD / FM 546 | STATE HIGHWAY 121 | 3,109 | 0.59 | 2 | 2 | 4D | 2,071 | 2,071 | 100% | 700 | 700 | 824 | 824 | 1,219 | 1,219 | -395 | -395 | 395 | 395 |
| HARRY MCKILLOP BLVD / FM 5 | STATE HIGHWAY 121 | AIRPORT DR | 7,696 | 1.46 | 2 | 2 | 4D | 195 | 195 | 100% | 700 | 700 | 2,041 | 2,041 | 285 | 285 | 1,756 | 1,756 | | |
| AIRPORT DR | INDUSTRIAL BLVD | FM 546 | 2,266 | 0.43 | 2 | 2 | 4D | 191 | 191 | 50% | 700 | 700 | 300 | 300 | 41 | 41 | 260 | 260 | | |
| STATE HIGHWAY 5 | INDUSTRIAL BLVD | HARRY MCKILLOP BLVD / FM 546 | 1,456 | 0.28 | 2 | 2 | 4D | 2,070 | 2,070 | 100% | 700 | 700 | 386 | 386 | 571 | 571 | -185 | -185 | 185 | 185 |
| INDUSTRIAL BLVD | STATE HIGHWAY 5 | AIRPORT DR | 6,296 | 1.19 | 2 | 2 | 4D | 912 | 912 | 100% | 700 | 700 | 1,669 | 1,669 | 1,088 | 1,088 | 581 | 581 | | |
| STATE HIGHWAY 5 | TENNESSEE ST | INDUSTRIAL BLVD | 537 | 0.10 | 2 | 2 | 4D | 1,505 | 1,505 | 100% | 700 | 700 | 142 | 142 | 153 | 153 | -11 | -11 | 11 | 11 |
| AIRPORT DR | WILSON CREEK PKWY | 385' N OF INDUSTRIAL BLVD | 2,105 | 0.40 | 2 | 2 | 4D | 843 | 843 | 50% | 700 | 700 | 279 | 279 | 168 | 168 | 111 | 111 | | |
| STATE HIGHWAY 5 | WILSON CREEK PKWY | TENNESSEE ST | 2,055 | 0.39 | 2 | 2 | 5U | 1,253 | 1,253 | 100% | 625 | 625 | 487 | 487 | 488 | 488 | -1 | -1 | 1 | 1 |
| ELM ST | ROCKWALL ST | AIRPORT DR | 3,314 | 0.63 | 0 | 0 | 4U | 227 | 269 | 100% | 525 | 525 | 0 | 0 | 143 | 169 | -143 | -169 | 143 | 169 |
| TENNESSEE ST | WILSON CREEK PKWY | STATE HIGHWAY 5 | 1,635 | 0.31 | 1 | 1 | 2U | 152 | 165 | 100% | 475 | 475 | 147 | 147 | 47 | 51 | 100 | 96 | | |
| ELM ST | TENNESSEE ST | 525' TENNESSEE ST | 527 | 0.10 | 2 | 2 | 4U | 145 | 185 | 100% | 525 | 525 | 105 | 105 | 14 | 18 | 90 | 86 | | |
| GREENVILLE RD | LOUISIANA ST | AIRPORT DR | 1,451 | 0.27 | 1 | 1 | 2U | 165 | 155 | 100% | 475 | 475 | 131 | 131 | 45 | 43 | 85 | 88 | | |
| AIRPORT DR | LOUISIANA ST | WILSON CREEK PKWY | 4,197 | 0.79 | 2 | 2 | 4D | 923 | 923 | 50% | 700 | 700 | 556 | 556 | 367 | 367 | 189 | 189 | | |
| GREENVILLE RD | THROCKMORTON ST | LOUISIANA ST | 1,996 | 0.38 | 1 | 1 | 2U | 165 | 155 | 100% | 475 | 475 | 180 | 180 | 62 | 59 | 117 | 121 | | |
| GREENVILLE RD | LOUISIANA ST | THROCKMORTON ST | 373 | 0.07 | 1 | 1 | 2U | 165 | 155 | 100% | 475 | 475 | 34 | 34 | 12 | 11 | 22 | 23 | | |
| TENNESSEE ST | DAVIS ST | WILSON CREEK PKWY | 3,874 | 0.73 | 1 | 1 | 2U | 172 | 125 | 100% | 475 | 475 | 349 | 349 | 126 | 91 | 223 | 257 | | |
| LOUISIANA ST | TENNESSEE ST | STATE HIGHWAY 5 | 791 | 0.15 | 2 | 0 | 2UO | 279 | 0 | 100% | 475 | 475 | 142 | 0 | 42 | 0 | 101 | 0 | | |
| STATE HIGHWAY 5 | LOUISIANA ST | WILSON CREEK PKWY | 4,415 | 0.84 | 2 | 2 | 5U | 1,317 | 1,317 | 100% | 625 | 625 | 1,045 | 1,045 | 1,102 | 1,102 | -56 | -56 | 56 | 56 |
| LOUISIANA ST | STATE HIGHWAY 5 | GREENVILLE RD | 830 | 0.16 | 1 | 1 | 2U | 165 | 155 | 100% | 475 | 475 | 75 | 75 | 26 | 24 | 49 | 50 | | |
| LOUISIANA ST | GREENVILLE RD | THROCKMORTON ST | 389 | 0.07 | 1 | 1 | 2U | 100 | 100 | 100% | 475 | 475 | 35 | 35 | 7 | 7 | 28 | 28 | | |
| THROCKMORTON ST | LOUISIANA ST | GREENVILLE RD | 249 | 0.05 | 1 | 1 | 2U | 118 | 118 | 100% | 475 | 475 | 22 | 22 | 6 | 6 | 17 | 17 | | |
| LOUISIANA ST | THROCKMORTON ST | GREENVILLE RD | 2,259 | 0.43 | 1 | 1 | 2U | 100 | 100 | 100% | 475 | 475 | 203 | 203 | 43 | 43 | 160 | 160 | | |
| LOUISIANA ST | GRAVES ST | TENNESSEE ST | 4,525 | 0.86 | 2 | 0 | 2UO | 479 | 0 | 100% | 475 | 475 | 814 | 0 | 410 | 0 | 404 | 0 | | |
| TENNESSEE ST | VIRGINIA STREET | LOUISIANA ST | 249 | 0.05 | 2 | 0 | 2UO | 283 | 0 | 100% | 475 | 475 | 45 | 0 | 13 | 0 | 31 | 0 | | |
| VIRGINIA STREET | GRAVES ST | TENNESSEE ST | 4,512 | 0.85 | 0 | 2 | 2UO | 0 | 599 | 100% | 475 | 475 | 0 | 812 | 0 | 512 | 0 | 300 | | |
| WILSON CREEK PKWY | 1,445' S OF LOUISIANA ST | TENNESSEE ST | 9,000 | 1.70 | 2 | 2 | 4D | 273 | 344 | 100% | 700 | 700 | 2,386 | 2,386 | 465 | 587 | 1,921 | 1,799 | | |
| LOUISIANA ST | WILSON CREEK PKWY | VIRGINIA STREET | 557 | 0.11 | 2 | 2 | 4D | 0 | 802 | 100% | 700 | 700 | 148 | 148 | 0 | 85 | 148 | 63 | | |
| VIRGINIA STREET | TENNESSEE ST | STATE HIGHWAY 5 | 841 | 0.16 | 0 | 2 | 2UO | 0 | 250 | 100% | 475 | 475 | 0 | 151 | 0 | 40 | 0 | 111 | | |
| STATE HIGHWAY 5 | VIRGINIA STREET | LOUISIANA ST | 260 | 0.05 | 2 | 2 | 5U | 1,337 | 1,337 | 100% | 625 | 625 | 61 | 61 | 66 | 66 | -4 | -4 | 4 | 4 |
| LOUISIANA ST | US HIGHWAY 75 | WILSON CREEK PKWY | 1,228 | 0.23 | 2 | 3 | 5D | 977 | 1,018 | 100% | 700 | 700 | 326 | 488 | 227 | 237 | 98 | 252 | | |
| VIRGINIA STREET | STATE HIGHWAY 5 | THROCKMORTON ST | 1,108 | 0.21 | 1 | 1 | 2U | 79 | 112 | 100% | 475 | 475 | 100 | 100 | 17 | 24 | 83 | 76 | | |
| THROCKMORTON ST | VIRGINIA STREET | LOUISIANA ST | 267 | 0.05 | 1 | 1 | 2U | 118 | 118 | 100% | 475 | 475 | 24 | 24 | 6 | 6 | 18 | 18 | | |
| VIRGINIA STREET | THROCKMORTON ST | 225' W OF AIRPORT DR | 2,661 | 0.50 | 1 | 1 | 2U | 79 | 112 | 100% | 475 | 475 | 239 | 239 | 40 | 57 | 199 | 183 | | |
| AIRPORT DR | VIRGINIA STREET | GREENVILLE RD | 1,042 | 0.20 | 2 | 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 | 2 | 4D | 920 | 920 | 50% | 700 | 700 | 247 | 247 | 162 | 162 | 85 | 85 | | |
| THROCKMORTON ST | US HIGHWAY 380 | VIRGINIA STREET | 3,783 | 0.72 | 1 | 1 | 2U | 118 | 118 | 100% | 475 | 475 | 340 | 340 | 84 | 84 | 256 | 256 | | |
| US HIGHWAY 380 | THROCKMORTON ST | AIRPORT DR | 2,452 | 0.46 | 3 | 3 | 6D | 1,515 | 1,515 | 100% | 780 | 780 | 1,087 | 1,087 | 703 | 703 | 383 | 383 | | |
| TENNESSEE ST | WHITE AVE | LAMAR ST | 3,154 | 0.60 | 1 | 1 | 2U | 122 | 115 | 100% | 475 | 475 | 284 | 284 | 73 | 69 | 211 | 215 | | |
| WHITE AVE | GRAVES ST | TENNESSEE ST | 4,118 | 0.78 | 1 | 1 | 2U | 136 | 102 | 100% | 475 | 475 | 370 | 370 | 106 | 79 | 264 | 291 | | |
| STATE HIGHWAY 5 | US HIGHWAY 380 | VIRGINIA STREET | 4,974 | 0.94 | 2 | 2 | 5U | 1,289 | 1,289 | 100% | 625 | 625 | 1,177 | 1,177 | 1,214 | 1,214 | -36 | -36 | 36 | 36 |
| US HIGHWAY 380 | STATE HIGHWAY 5 | THROCKMORTON ST | 2,595 | 0.49 | 3 | 3 | 6D | 1,492 | 1,492 | 100% | 780 | 780 | 1,150 | 1,150 | 733 | 733 | 417 | 417 | | |
| TENNESSEE ST | US HIGHWAY 380 | WHITE AVE | 1,267 | 0.24 | 1 | 1 | 2U | 225 | 198 | 100% | 475 | 475 | 114 | 114 | 54 | 48 | 60 | 66 | | |
| US HIGHWAY 380 | TENNESSEE ST | STATE HIGHWAY 5 | 683 | 0.13 | 3 | 3 | 6D | 1,638 | 1,638 | 100% | 780 | 780 | 303 | 303 | 212 | 212 | 91 | 91 | | |
| US HIGHWAY 380 | GRAVES ST | TENNESSEE ST | 4,618 | 0.87 | 3 | 3 | 6D | 2,024 | 2,024 | 100% | 780 | 780 | 2,047 | 2,047 | 1,770 | 1,770 | 277 | 277 | | |
| US HIGHWAY 380 | US HIGHWAY 75 | REDBUD BLVD | 1,479 | 0.28 | 3 | 3 | 6D | 1,935 | 1,935 | 100% | 780 | 780 | 655 | 655 | 542 | 542 | 114 | 114 | | |
| TENNESSEE ST | LAMAR ST | VIRGINIA STREET | 953 | 0.18 | 2 | 0 | 2UO | 161 | 0 | 100% | 475 | 475 | 171 | 0 | 29 | 0 | 142 | 0 | | |
| TENNESSEE ST | LAMAR ST | VIRGINIA STREET | 953 | 0.18 | 2 | 0 | 2UO | 141 | 0 | 100% | 475 | 475 | 171 | 0 | 25 | 0 | 146 | 0 | | |
| TENNESSEE ST | LOUISIANA ST | DAVIS ST | 468 | 0.09 | 2 | 0 | 2UO | 162 | 0 | 100% | 475 | 475 | 84 | 0 | 14 | 0 | 70 | 0 | | |
| AIRPORT DR | US HIGHWAY 380 | 355' S OF US HIGHWAY 380 | 354 | 0.07 | 2 | 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 | 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 | 2 | 4D | 22 | 22 | 50% | 700 | 700 | 220 | 220 | 3 | 3 | 216 | 216 | | |
| LOUISIANA ST | VIRGINIA STREET | GRAVES ST | 1,050 | 0.20 | 2 | 0 | 2UO | 631 | 0 | 100% | 475 | 475 | 189 | 0 | 126 | 0 | 63 | 0 | | |
| WILSON CREEK PKWY | LOUISIANA ST | 1,445' S OF LOUISIANA ST | 1,444 | 0.27 | 2 | 2 | 4U | 218 | 330 | 100% | 525 | 525 | 287 | 287 | 60 | 90 | 228 | 197 | | |
| ELM ST | 525' TENNESSEE ST | STATE HIGHWAY 5 | 436 | 0.08 | 1 | 1 | 2U | 145 | 185 | 100% | 475 | 475 | 39 | 39 | 12 | 15 | 27 | 24 | | |
| ELM ST | STATE HIGHWAY 5 | ROCKWALL ST | 1,507 | 0.29 | 1 | 1 | 2U | 227 | 269 | 100% | 475 | 475 | 136 | 136 | 65 | 77 | 71 | 59 | | |
| ELDORADO PKWY | 1,600' E OF BARRANCA WAY | STATE HIGHWAY 5 | 1,690 | 0.32 | 2 | 2 | 4D | 625 | 625 | 100% | 700 | 700 | 448 | 448 | 200 | 200 | 248 | 248 | | |
| ELDORADO PKWY | 1,180' E OF BARRANCA WAY | 1,600' E OF BARRANCA WAY | 419 | 0.08 | 2 | 2 | 4D | 656 | 656 | 100% | 700 | 700 | 111 | 111 | 52 | 52 | 59 | 59 | | |
| HARRY MCKILLOP BLVD / FM 5 | AIRPORT DR | 975' E OF AIRPORT DR | 978 | 0.19 | 2 | 2 | 4D | 195 | 195 | 100% | 700 | 700 | 259 | 259 | 36 | 36 | 223 | 223 | | |
| **SUBTOTAL** | | | **126,338** | **23.93** | | | | | | | | | **24,086** | **23,595** | **14,430** | **14,560** | **9,657** | **9,035** | **973** | **999** |
| | | | | | | | | | | | | | **47,682** | | **28,990** | | **18,692** | | **1,972** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area L

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 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 | NB/EB | SB/WB |
| AIRPORT DR | 470' N OF HARRY MCKILLOP BLVD | HARRY MCKILLOP BLVD / FM 546 | 468 | 0.09 | 1 | 1 | 2U | 22 | 22 | 50% | 475 | 475 | 21 | 21 | 1 | 1 | 20 | 20 | | |
| AIRPORT DR | INDUSTRIAL BLVD | FM 546 | 2,266 | 0.43 | 2 | 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 | 2 | 4D | 33 | 33 | 100% | 700 | 700 | 156 | 156 | 4 | 4 | 152 | 152 | | |
| AIRPORT DR | WILSON CREEK PKWY | 385' N OF INDUSTRIAL BLVD | 2,105 | 0.40 | 2 | 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 | 2 | 4D | 923 | 923 | 50% | 700 | 700 | 556 | 556 | 367 | 367 | 189 | 189 | | |
| AIRPORT DR | VIRGINIA STREET | GREENVILLE RD | 1,042 | 0.20 | 2 | 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 | 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 | 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 | 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 | 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 | 2 | 4D | 2249 | 2249 | 100% | 700 | 700 | 249 | 249 | 400 | 400 | -151 | -151 | 151 | 151 |
| HARRY MCKILLOP BLVD / FM 5 | AIRPORT DR | 975' E OF AIRPORT DR | 978 | 0.19 | 2 | 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** | | **2,975** | | **2,545** | | **302** | |

# City of McKinney - 2019 Roadway Impact Fee Update
## Existing Roadway Facilities Inventory

## Service Area M

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 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 | NB/EB | SB/WB |
| No Thoroughfare Roadways within City Limits Currently Present within Service Area M | | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL | | | 0 | 0.00 | | | | | | | | | 0 | 0 | 0 | 0 | 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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**

| 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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 958 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 167,715 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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**

| 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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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 |
| | | | | | 25,104 | | $ 73,660,447 |

| | |
|---|---|
| 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 | 3,169,551 |
| Sub-Total | $ 70,490,896 |
| Total Escalated Vehicle Miles | 25,104 |
| **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 Project Cost[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee 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 |
| WILMETH RD (4) | 708,000 | 708,000 | 255,498 | 248,198 | - | 7,300 | 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 |
| 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 |
| RIDGE RD (6) | 1,455,000 | 727,500 | 262,535 | 217,174 | 19,487 | 25,875 | 262,535 |
| RIDGE RD (7) | 2,857,200 | 2,857,200 | 1,031,088 | 744,595 | 132,296 | 154,196 | 1,031,088 |
| LAKE FOREST DR (2) | 5,008,981 | 2,504,491 | 903,804 | 458,631 | 222,587 | 222,587 | 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 |
| 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 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 C

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 1,558 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 161,711 | |
| | 10 | years |
| 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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**

| 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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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 | - |
| | | | $ 141,971,941 | $ 159,316,257 | | $ 17,212,335 | |

# City of McKinney - 2019 Roadway Impact Fee Study

## Capital Improvement Plan for Impact Fees

### Appendix E - Impact Fee Calculation Assumptions

### Service Area D

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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 |
| | | | | | 66,538 | | $ 228,968,108 |

| | |
|---|---|
| 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 | 234,378 |
| Sub-Total | $ 228,733,730 |
| Total Escalated Vehicle Miles | 66,538 |
| **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] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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 | - |
| | | | $ 39,294,334 | $ 44,460,346 | | $ 5,036,323 | |

# City of McKinney - 2019 Roadway Impact Fee Study

## Capital Improvement Plan for Impact Fees

### Appendix E - Impact Fee Calculation Assumptions

### Service Area E

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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 |
| | | | | | 28,750 | | $ 63,538,166 |

| | |
|---|---|
| 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 | 230,308 |
| Sub-Total | $ 63,307,859 |
| Total Escalated Vehicle Miles | 28,750 |
| **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

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 1,785 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 159,448 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 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

| Year | Principal[8] | Interest[9] | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures[10] |
|---|---|
| **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**

| 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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 774 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 169,551 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 16,955 | |
| 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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

Capital Improvement Plan for Impact Fees
Appendix E - Impact Fee Calculation Assumptions
Service Area H

**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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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 | - |
| | | | $ 11,297,581 | $ 12,823,447 | | $ 1,231,934 | |

# City of McKinney - 2019 Roadway Impact Fee Study

## Capital Improvement Plan for Impact Fees

### Appendix E - Impact Fee Calculation Assumptions

### Service Area H

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 1,833 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 158,961 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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 I
(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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| 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 |
| | | | | | 40,059 | | $ 17,780,324 |

| | |
|---|---|
| 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 | 3,870,198 |
| Sub-Total | $ 13,910,126 |
| Total Escalated Vehicle Miles | 40,059 |
| **Impact Fee For Service Area J** | **$ 347** |

# City of McKinney - 2019 Roadway Impact Fee Study

Capital Improvement Plan for Impact Fees

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] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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**

| 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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 853 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 168,763 | |
| | 10 | 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

| Year | Principal[8] | Interest[9] | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures[10] |
|---|---|
| **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**

| 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 | $ 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 |
| | $ 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**

| 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 | $ 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 |
| | $ 2,536,809 | $ 3,485,694 | $ (1,723,803) | $ 73,147 | $ (5,956) | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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 |
| | | | | | 3,050 | | $ 6,242,892 |

| | |
|---|---|
| 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 | 9,824 |
| Sub-Total | $ 6,233,068 |
| Total Escalated Vehicle Miles | 3,050 |
| **Impact Fee For Service Area L** | **$ 2,044** |

# City of McKinney - 2019 Roadway Impact Fee Study

## Capital Improvement Plan for Impact Fees

## Appendix E - Impact Fee Calculation Assumptions

## Service Area L

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 189 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 175,400 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 17,540 | |
| 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

| Year | Principal (8) | Interest (9) | Term |
|---|---|---|---|
| 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

| Year | Annual Capital Expenditures (10) |
|---|---|
| **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**

| 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 | $ 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**

| 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 | $ 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

| Year | Impact Fee | Vehicle Miles | Impact Fee Revenue | Annual Expenses | Sub-Total | Accumulated Interest | Estimated Fund Balance |
|---|---|---|---|---|---|---|---|
| **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

## Capital Improvement Plan for Impact Fees

### Appendix E - Impact Fee Calculation Assumptions

### Service Area M

| Year | Number of Years to End of Period | Interest Rate Factor | Recovery Fee Factor | Annual Vehicle Miles Actual | Annual Vehicle Miles Escalated | Annual Expense Actual | Annual Expense Escalated |
|---|---|---|---|---|---|---|---|
| **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 |
| | | | | | 490 | | $ 1,178,511 |

| | | |
|---|---|---|
| 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 | $ | 1,178,511 |
| Total Escalated Vehicle Miles | | 490 |
| **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

| Impact Fee Project Name[1] | Impact Fee Project No.[1] | Cost In Service Area [1] | Impact Fee Recoverable Cost[2] | Debt Funded[3] Existing | Debt Funded[3] Proposed | Non-Debt Funded[3] | Impact Fee Recoverable Cost |
|---|---|---|---|---|---|---|---|
| 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

| 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 | $ 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 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 30 | |
| Ten Year Growth in Vehicle Miles In Other Service Areas[3] | 176,989 | |
| | 10 | years |
| Annual Growth in Vehicle Miles | 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

**Schedule 1 Table A, Actual Roadway Impact Fee Charged per Service Unit**
**(If date of recordation of final plat is prior to September 1, 2003 for which no replatting is necessary)**

| Land Use Category | Development Unit | Vehicle Miles (per development unit) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single Family Detached | Dwelling Unit | 2.85 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Multi-Family | Dwelling Unit | 1.47 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Townhouse/Condominium | Dwelling Unit | 1.74 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Mobile Home Park | Dwelling Unit | 1.68 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Retirement Community | Dwelling Unit | 0.84 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Other Residential Not Specified | Dwelling Unit | 2.85 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| General Office Building | 1,000 SF GFA | 3.19 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Office Park | 1,000 SF GFA | 3.52 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Medical/Dental Office | 1,000 SF GFA | 6.53 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Business Park | 1,000 SF GFA | 3.55 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Other Office Not Specified | 1,000 SF GFA | 3.19 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| General Retail | 1,000 SF GFA | 2.17 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Shopping Center | 1,000 SF GFA | 6.22 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Discount/Department Store | 1,000 SF GFA | 4.80 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Supermarket | 1,000 SF GFA | 8.68 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Quality Restaurant | 1,000 SF GFA | 2.11 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Fast Food Restaurant with Drive-Thru | 1,000 SF GFA | 2.01 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| High Turnover Restaurant | 1,000 SF GFA | 1.79 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Convenience Store without Gas | 1,000 SF GFA | 1.81 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Service Station | Pump | 0.46 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Gas Station with Convenience Store | Pump | 0.52 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Bank | 1,000 SF GFA | 1.74 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Hotel | Room | 1.06 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Motel | Room | 0.84 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| New Car Sales | 1,000 SF GFA | 2.20 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Auto Care Center | 1,000 SF GFA | 3.66 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Furniture Store | 1,000 SF GFA | 0.49 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Apparel Store | 1,000 SF GFA | 2.73 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Building Material/Lumber Store | 1,000 SF GFA | 4.58 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Golf Course/Driving Range | Acre | 1.17 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Hardware/Paint Store | 1,000 SF GFA | 6.82 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Garden Center/Nursery | 1,000 SF GFA | 5.22 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Entertainment Center | 1,000 SF GFA | 5.32 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Other Commercial Not Specified | 1,000 SF GFA | 2.17 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Elementary School | Student | 0.01 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| High School | Student | 0.07 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Junior/Community College | Student | 0.13 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Day Care Center | Student | 0.18 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Hospital | Bed | 2.07 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Nursing Home | Bed | 0.29 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Church/Synagogue | 1,000 SF GFA | 0.50 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Other Institutional Not Specified | 1,000 SF GFA | 0.50 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| General Light Industrial | 1,000 SF GFA | 0.77 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Industrial Park | 1,000 SF GFA | 2.00 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Manufacturing | 1,000 SF GFA | 1.65 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Warehouse | 1,000 SF GFA | 1.78 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Mini-Warehouse | 1,000 SF GFA | 0.52 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Outside Light Industrial | Acre | 5.84 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |
| Other Industrial Not Specified | 1,000 SF GFA | 2.00 | $526.23 | $ 440.35 | $ 404.05 | $ - | $ 586.93 | $ 387.70 | $ 353.84 | $ 353.34 | $ - | $ 350.72 | $ - | $ 506.34 | $ 344.93 | $ - | $ 379.35 | $ 334.62 | $ 401.61 | $ 324.39 | $ 270.38 | $ - | $ - | $ 264.28 | $ 490.32 | $ - | $ 572.24 | $ 424.72 | $ 425.04 |

# Service Area 'A' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $0 | $0 | Acre | $0 | $0 | Acre | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| General Heavy Industrial | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | N/A | | |
| Industrial Park | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Warehousing | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Mini-Warehouse | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Apartment/Multi-family | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Multifamily Housing (High-Rise) | N/A | | | N/A | | | N/A | | | Dwelling Unit | $0 | $0 |
| Residential Condominium/Townhouse | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Mid-Rise Residential with 1st Floor Commercial | N/A | | | N/A | | | N/A | | | Dwelling Unit | $0 | $0 |
| Mobile Home Park | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | N/A | | | Dwelling Unit | $0 | $0 |
| Retirement Community | Dwelling Unit | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Others Not Specified | Dwelling Unit | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Assisted Living | N/A | | | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $0 | $0 |
| Senior Adult Housing | N/A | | | N/A | | | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Congregate Care Facility | N/A | | | N/A | | | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $0 | $0 | Room | $0 | $0 | Room | $0 | $0 | Rooms | $0 | $0 |
| Motel/Other Lodging Facilities | Room | $0 | $0 | Room | $0 | $0 | Room | $0 | $0 | Rooms | $0 | $0 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Bowling Alley | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Driving Range | Tee | $0 | $0 | Tee | $0 | $0 | Tee | $0 | $0 | Driving Positions | $0 | $0 |
| Golf Course | Acre | $0 | $0 | Acre | $0 | $0 | Acre | $0 | $0 | Holes | $0 | $0 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Ice Rink | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Live Theater | Seat | $0 | $0 | N/A | | | N/A | | | 0 | | |
| Miniature Golf | Hole | $0 | $0 | Hole | $0 | $0 | Hole | $0 | $0 | Holes | $0 | $0 |
| Multiplex Movie Theater | Seat | $0 | $0 | Screen | $0 | $0 | Screen | $0 | $0 | Screens | $0 | $0 |
| Tennis Courts | Court | $0 | $0 | Court | $0 | $0 | Court | $0 | $0 | Courts | $0 | $0 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| 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 |
| Day 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 |
| Primary/Middle School (1-8) | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 |
| High School (9-12) | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $0 | $0 |
| Jr/Community College | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $0 | $0 |
| University/College | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $0 | $0 |
| **MEDICAL** | | | | | | | | | | | | |
| 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 |
| Hospital | Bed | $0 | $0 | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $0 | $0 |
| Nursing Home | Bed | $0 | $0 | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $0 | $0 |
| Animal Hospital/Veterinary Clinic | N/A | | | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| General Office Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Medical/Dental Office | 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 Tenant Office Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Office Park | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GLA | $0 | $0 |
| Automobile Parts Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $0 | $0 | Fueling Position | $0 | $0 | Fueling Position | $0 | $0 | Vehicle Fueling Position | $0 | $0 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| New and Used Car Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Quick Lubrication Vehicle Center | Service Position | $0 | $0 | Service Position | $0 | $0 | Service Position | $0 | $0 | Servicing Positions | $0 | $0 |
| Self-Service Car Wash | Stall | $0 | $0 | Stall | $0 | $0 | Stall | $0 | $0 | Stalls | $0 | $0 |
| Automated Car Wash | N/A | | | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | |
| Tire 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 |
| **Dining** | | | | | | | | | | | | |
| 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 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| High Turnover (Sit-down) 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 |
| Sit-Down 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 |
| Coffee / Donut Shop | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $0 | $0 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing 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 |
| Garden Center (Nursery) | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Home Improvement Superstore | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Pharmacy/Drugstore | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Shopping Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GLA | $0 | $0 |
| Supermarket | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Video Arcade | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Video Rental Store | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Toy/Children's Superstore | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Bank (Drive-In) | Drive-in Lanes | $0 | $0 | Drive-in Lane | $0 | $0 | Drive-in Lane | $0 | $0 | Drive-in Lanes | $0 | $0 |
| Personal Service | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $0 | $0 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'B' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $0 | $0 | Acre | $8,164 | $2,658 | Acre | $4,512 | $2,658 | 1,000 SF GFA | $2,658 | $2,658 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | 1,000 SF GFA | $841 | $841 | 1,000 SF GFA | $465 | $464 | | N/A | |
| Industrial Park | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $1,059 | $568 | 1,000 SF GFA | $585 | $568 | 1,000 SF GFA | $569 | $568 |
| Warehousing | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $405 | $263 | 1,000 SF GFA | $224 | $223 | 1,000 SF GFA | $274 | $263 |
| Mini-Warehouse | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $327 | $212 | 1,000 SF GFA | $181 | $180 | 1,000 SF GFA | $241 | $212 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $0 | $0 | Dwelling Unit | $1,262 | $811 | Dwelling Unit | $689 | $688 | Dwelling Unit | $1,411 | $811 |
| Apartment/Multi-family | Dwelling Unit | $0 | $0 | Dwelling Unit | $779 | $507 | Dwelling Unit | $431 | $430 | Dwelling Unit | $624 | $507 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $514 | $507 |
| Residential Condominium/Townhouse | Dwelling Unit | $0 | $0 | Dwelling Unit | $654 | $426 | Dwelling Unit | $362 | $361 | Dwelling Unit | $799 | $426 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $514 | $507 |
| Mobile Home Park | Dwelling Unit | $0 | $0 | Dwelling Unit | $732 | $656 | | N/A | | Dwelling Unit | $656 | $656 |
| Retirement Community | Dwelling Unit | $0 | $0 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $0 | $0 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $280 | $182 | Bed | $155 | $154 | Beds | $372 | $182 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $172 | $172 | Dwelling Unit | $372 | $202 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $121 | $120 | Dwelling Unit | $252 | $142 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $0 | $0 | Room | $732 | $487 | Room | $413 | $413 | Rooms | $853 | $487 |
| Motel/Other Lodging Facilities | Room | $0 | $0 | Room | $592 | $385 | Room | $327 | $327 | Rooms | $536 | $385 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $0 | $0 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $0 | $0 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $0 | $0 | Tee | $1,558 | $1,014 | Tee | $861 | $861 | Driving Positions | $1,783 | $1,014 |
| Golf Course | Acre | $0 | $0 | Acre | $374 | $243 | Acre | $207 | $206 | Holes | $4,135 | $243 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $2,041 | $2,040 | 1,000 SF GFA | $1,886 | $1,885 | 1,000 SF GFA | $3,282 | $2,222 |
| Ice Rink | 1,000 SF GFA | $0 | $0 | 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 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $0 | $0 | Hole | $405 | $263 | Hole | $224 | $223 | Holes | $470 | $263 |
| Multiplex Movie Theater | Seat | $0 | $0 | Screen | $16,998 | $10,258 | Screen | $9,394 | $9,393 | Screens | $19,528 | $10,258 |
| Tennis Courts | Court | $0 | $0 | Court | $4,175 | $2,719 | Court | $2,307 | $2,307 | Courts | $5,437 | $2,719 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $826 | $446 | 1,000 SF GFA | $379 | $378 | 1,000 SF GFA | $700 | $446 |
| Day Care Center | 1,000 SF GFA | $0 | $0 | 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 (1-8) | Student | $0 | $0 | Student | $187 | $130 | Student | $112 | $111 | Student | $241 | $130 |
| High School (9-12) | Student | $0 | $0 | Student | $171 | $101 | Student | $86 | $86 | Students | $197 | $101 |
| Jr/Community College | Student | $0 | $0 | Student | $156 | $101 | Student | $86 | $86 | Students | $153 | $101 |
| University/College | Student | $0 | $0 | Student | $265 | $141 | Student | $121 | $120 | Students | $219 | $141 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | Bed | $1,620 | $1,156 | Bed | $982 | $981 | Beds | $2,691 | $1,156 |
| Nursing Home | Bed | $0 | $0 | Bed | $280 | $181 | Bed | $155 | $154 | Beds | $317 | $181 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $2,273 | $2,273 | 1,000 SF GFA | $3,512 | $2,679 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $1,745 | $853 | 1,000 SF GFA | $973 | $853 | 1,000 SF GFA | $853 | $853 |
| General Office Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $1,854 | $1,207 | 1,000 SF GFA | $1,025 | $1,024 | 1,000 SF GFA | $1,641 | $1,207 |
| Medical/Dental Office | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $4,643 | $2,902 | 1,000 SF GFA | $2,462 | $2,462 | 1,000 SF GFA | $4,923 | $2,902 |
| Single Tenant Office Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $2,150 | $1,410 | 1,000 SF GFA | $1,197 | $1,196 | 1,000 SF GFA | $2,429 | $1,410 |
| Office Park | 1,000 SF GFA | $0 | $0 | 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 | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $2,524 | $1,522 | 1,000 SF GFA | $1,292 | $1,291 | 1,000 SF GLA | $2,658 | $1,522 |
| Automobile Parts Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $4,253 | $2,770 | 1,000 SF GFA | $2,351 | $2,350 | 1,000 SF GFA | $3,982 | $2,770 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $0 | $0 | Fueling Position | $5,500 | $1,115 | Fueling Position | $3,065 | $1,115 | Vehicle Fueling Position | $4,048 | $1,115 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $0 | $0 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $0 | $0 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $2,633 | $1,704 | 1,000 SF GFA | $1,446 | $1,446 | 1,000 SF GFA | $2,757 | $1,704 |
| Quick Lubrication Vehicle Center | Service Position | $0 | $0 | Service Position | $3,879 | $2,453 | Service Position | $2,144 | $2,143 | Servicing Positions | $4,135 | $2,453 |
| Self-Service Car Wash | Stall | $0 | $0 | Stall | $3,100 | $2,019 | Stall | $1,713 | $1,713 | Stalls | $2,177 | $2,019 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $6,528 | $869 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $4,518 | $2,425 | 1,000 SF GFA | $2,058 | $2,057 | 1,000 SF GFA | $4,081 | $2,425 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $21,594 | $12,038 | 1,000 SF GFA | $11,245 | $11,244 | 1,000 SF GFA | $23,237 | $12,038 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $0 | $0 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | 1,000 SF GFA | $5,219 | $3,399 | 1,000 SF GFA | $2,884 | $2,884 | 1,000 SF GFA | $6,214 | $3,399 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $18,500 | $4,119 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $4,409 | $2,831 | 1,000 SF GFA | $2,402 | $2,402 | 1,000 SF GFA | $4,803 | $2,831 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $3,319 | $3,318 | 1,000 SF GFA | $3,349 | $3,349 | 1,000 SF GFA | $6,914 | $3,699 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $2,150 | $984 | 1,000 SF GFA | $835 | $835 | 1,000 SF GFA | $1,925 | $984 |
| Pharmacy/Drugstore | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | 1,000 SF GFA | $3,085 | $1,989 | 1,000 SF GFA | $1,688 | $1,687 | 1,000 SF GLA | $3,566 | $1,989 |
| Supermarket | 1,000 SF GFA | $0 | $0 | 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 | |
| Video Rental Store | 1,000 SF GFA | $0 | $0 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $4,347 | $2,831 | 1,000 SF GFA | $2,402 | $2,402 | 1,000 SF GFA | $4,978 | $2,831 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $0 | $0 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $24,788 | $427 | 1,000 SF GFA | $5,011 | $427 | 1,000 SF GFA | $10,349 | $427 |
| Bank (Drive-In) | Drive-in Lane | $0 | $0 | Drive-in Lane | $30,210 | $427 | Drive-in Lane | $12,140 | $427 | Drive-in Lanes | $25,107 | $427 |
| Personal Service | | N/A | | | 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 replatting is necessary)

# Service Area 'C' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $17,456 | $14,952 | Acre | $31,156 | $14,952 | Acre | $30,465 | $14,952 | 1,000 SF GFA | $21,004 | $14,952 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $2,613 | $1,879 | 1,000 SF GFA | $4,663 | $1,879 | 1,000 SF GFA | $4,515 | $1,879 | 1,000 SF GFA | $7,076 | $1,879 |
| General Heavy Industrial | 1,000 SF GFA | $1,814 | $1,814 | 1,000 SF GFA | $3,237 | $890 | 1,000 SF GFA | $3,165 | $890 | | N/A | |
| Industrial Park | 1,000 SF GFA | $2,450 | $2,351 | 1,000 SF GFA | $4,096 | $2,351 | 1,000 SF GFA | $3,960 | $2,351 | 1,000 SF GFA | $4,493 | $2,351 |
| Warehousing | 1,000 SF GFA | $1,624 | $1,624 | 1,000 SF GFA | $2,807 | $1,742 | 1,000 SF GFA | $1,485 | $1,485 | 1,000 SF GFA | $2,134 | $1,742 |
| Mini-Warehouse | 1,000 SF GFA | $774 | $716 | 1,000 SF GFA | $1,243 | $716 | 1,000 SF GFA | $1,215 | $716 | 1,000 SF GFA | $1,909 | $716 |
| Others Not Specified | 1,000 SF GFA | $2,613 | $2,612 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $2,690 | $2,690 | Dwelling Unit | $4,801 | $4,484 | Dwelling Unit | $4,650 | $4,484 | Dwelling Unit | $11,120 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $1,650 | $1,650 | Dwelling Unit | $2,945 | $2,945 | Dwelling Unit | $2,880 | $2,880 | Dwelling Unit | $4,942 | $3,398 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $4,044 | $3,398 |
| Residential Condominium/Townhouse | Dwelling Unit | $1,435 | $1,435 | Dwelling Unit | $2,470 | $2,469 | Dwelling Unit | $2,415 | $2,415 | Dwelling Unit | $6,290 | $2,848 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $4,044 | $3,398 |
| Mobile Home Park | Dwelling Unit | $1,496 | $1,495 | Dwelling Unit | $2,807 | $2,807 | | N/A | | Dwelling Unit | $5,167 | $4,484 |
| Retirement Community | Dwelling Unit | $722 | $722 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $2,690 | $2,690 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $1,043 | $1,043 | Bed | $1,020 | $1,020 | Beds | $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 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,624 | $1,438 | Room | $2,807 | $1,438 | Room | $2,790 | $1,438 | Rooms | $5,419 | $1,438 |
| Motel/Other Lodging Facilities | Room | $1,255 | $1,254 | Room | $2,240 | $1,371 | Room | $2,190 | $1,371 | Rooms | $3,426 | $1,371 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $88,804 | $88,803 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $9,429 | $9,428 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $3,335 | $2,352 | Tee | $5,952 | $2,352 | Tee | $5,820 | $2,352 | Driving Positions | $13,787 | $2,352 |
| Golf Course | Acre | $1,040 | $969 | Acre | $1,427 | $969 | Acre | $1,395 | $969 | Holes | $32,124 | $969 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,667 | $1,494 | 1,000 SF GFA | $7,793 | $1,494 | 1,000 SF GFA | $12,735 | $1,494 | 1,000 SF GFA | $25,497 | $1,494 |
| Ice Rink | 1,000 SF GFA | $6,292 | $2,603 | 1,000 SF GFA | $11,229 | $2,603 | 1,000 SF GFA | $10,980 | $2,603 | 1,000 SF GFA | $14,686 | $2,603 |
| Live Theater | Seat | $52 | $52 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $877 | $835 | Hole | $1,565 | $835 | Hole | $1,530 | $835 | Holes | $3,650 | $835 |
| Multiplex Movie Theater | Seat | $370 | $369 | Screen | $64,858 | $12,385 | Screen | $63,420 | $12,385 | Screens | $154,215 | $12,385 |
| Tennis Courts | Court | $10,340 | $1,443 | Court | $15,938 | $1,443 | Court | $15,585 | $1,443 | Courts | $42,148 | $1,443 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,195 | $1,050 | 1,000 SF GFA | $2,132 | $1,050 | 1,000 SF GFA | $1,740 | $1,050 | 1,000 SF GFA | $5,504 | $1,050 |
| Day Care Center | 1,000 SF GFA | $23,825 | $4,860 | 1,000 SF GFA | $42,461 | $4,860 | 1,000 SF GFA | $21,765 | $4,860 | 1,000 SF GFA | $30,607 | $4,860 |
| Primary/Middle School (1-8) | Student | $292 | $207 | Student | $491 | $207 | Student | $510 | $207 | Student | $842 | $207 |
| High School (9-12) | Student | $275 | $207 | Student | $445 | $207 | Student | $405 | $207 | Students | $702 | $207 |
| Jr/Community College | Student | $309 | $202 | Student | $384 | $202 | Student | $375 | $202 | Students | $1,236 | $202 |
| University/College | Student | $378 | $323 | Student | $675 | $323 | Student | $540 | $323 | Students | $1,685 | $323 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $13,804 | $4,821 | 1,000 SF GFA | $24,636 | $4,821 | 1,000 SF GFA | $24,090 | $4,821 | 1,000 SF GFA | $36,841 | $4,821 |
| Hospital | Bed | $3,249 | $2,269 | Bed | $6,182 | $2,269 | Bed | $6,600 | $2,269 | Beds | $21,228 | $2,269 |
| Nursing Home | Bed | $456 | $455 | Bed | $1,043 | $527 | Bed | $1,020 | $527 | Beds | $2,471 | $527 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $15,345 | $4,821 | 1,000 SF GFA | $27,743 | $4,821 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $3,704 | $2,670 | 1,000 SF GFA | $6,658 | $2,670 | 1,000 SF GFA | $6,555 | $2,670 | 1,000 SF GFA | $6,739 | $2,670 |
| General Office Building | 1,000 SF GFA | $3,971 | $2,850 | 1,000 SF GFA | $7,087 | $2,850 | 1,000 SF GFA | $6,930 | $2,850 | 1,000 SF GFA | $12,917 | $2,850 |
| Medical/Dental Office | 1,000 SF GFA | $9,755 | $5,618 | 1,000 SF GFA | $17,687 | $5,618 | 1,000 SF GFA | $16,605 | $5,618 | 1,000 SF GFA | $38,863 | $5,618 |
| Single Tenant Office Building | 1,000 SF GFA | $4,581 | $3,297 | 1,000 SF GFA | $8,222 | $3,297 | 1,000 SF GFA | $8,085 | $3,297 | 1,000 SF GFA | $19,207 | $3,297 |
| Office Park | 1,000 SF GFA | $3,997 | $2,863 | 1,000 SF GFA | $7,133 | $2,863 | 1,000 SF GFA | $6,885 | $2,863 | 1,000 SF GFA | $12,018 | $2,863 |
| Others Not Specified | 1,000 SF GFA | $3,971 | $3,970 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $5,406 | $3,856 | 1,000 SF GFA | $9,649 | $3,856 | 1,000 SF GFA | $8,700 | $3,856 | 1,000 SF GLA | $11,709 | $3,856 |
| Automobile Parts Sales | 1,000 SF GFA | $9,085 | $6,018 | 1,000 SF GFA | $16,214 | $6,018 | 1,000 SF GFA | $15,855 | $6,018 | 1,000 SF GFA | $17,522 | $6,018 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $4,358 | $900 | Fueling Position | $5,415 | $900 | Fueling Position | $5,340 | $900 | /ehicle Fueling Position | $10,390 | $900 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,991 | $2,991 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $3,034 | $3,034 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $5,965 | $3,498 | 1,000 SF GFA | $10,032 | $3,498 | 1,000 SF GFA | $9,765 | $3,498 | 1,000 SF GFA | $15,247 | $3,498 |
| Quick Lubrication Vehicle Center | Service Position | $8,294 | $2,117 | Service Position | $14,788 | $2,117 | Service Position | $14,460 | $2,117 | Servicing Positions | $18,224 | $2,117 |
| Self-Service Car Wash | Stall | $1,788 | $489 | Stall | $3,053 | $489 | Stall | $2,985 | $489 | Stalls | $5,588 | $489 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $6,427 | $323 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $7,907 | $6,030 | 1,000 SF GFA | $17,211 | $6,030 | 1,000 SF GFA | $13,905 | $6,030 | 1,000 SF GFA | $17,971 | $6,030 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $34,457 | $9,508 | 1,000 SF GFA | $63,630 | $9,508 | 1,000 SF GFA | $58,785 | $9,508 | 1,000 SF GFA | $129,393 | $9,508 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $26,911 | $26,910 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $12,746 | $3,578 | 1,000 SF GFA | $22,857 | $3,578 | 1,000 SF GFA | $20,190 | $3,578 | 1,000 SF GFA | $44,114 | $3,578 |
| Sit-Down Restaurant | 1,000 SF GFA | $8,638 | $4,729 | 1,000 SF GFA | $15,401 | $4,729 | 1,000 SF GFA | $15,090 | $4,729 | 1,000 SF GFA | $34,595 | $4,729 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $103,026 | $3,578 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $7,907 | $4,824 | 1,000 SF GFA | $16,828 | $4,824 | 1,000 SF GFA | $16,230 | $4,824 | 1,000 SF GFA | $26,564 | $4,824 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $12,656 | $3,527 | 1,000 SF GFA | $22,605 | $3,527 | 1,000 SF GFA | $38,217 | $3,527 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $8,176 | $4,558 | 1,000 SF GFA | $5,625 | $4,558 | 1,000 SF GFA | $10,614 | $4,558 |
| Pharmacy/Drugstore | 1,000 SF GFA | $14,130 | $3,719 | 1,000 SF GFA | $20,924 | $3,719 | 1,000 SF GFA | $23,490 | $3,719 | 1,000 SF GFA | $41,278 | $3,719 |
| Shopping Center | 1,000 SF GFA | $6,575 | $5,021 | 1,000 SF GFA | $11,796 | $5,021 | 1,000 SF GFA | $11,400 | $5,021 | 1,000 SF GLA | $19,740 | $5,021 |
| Supermarket | 1,000 SF GFA | $19,631 | $6,861 | 1,000 SF GFA | $31,815 | $6,861 | 1,000 SF GFA | $28,230 | $6,861 | 1,000 SF GFA | $46,472 | $6,861 |
| Video Arcade | 1,000 SF GFA | $14,173 | $14,173 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $18,118 | $18,118 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $16,598 | $4,626 | 1,000 SF GFA | $16,230 | $4,626 | 1,000 SF GFA | $27,518 | $4,626 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $559 | $559 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $28,974 | $7,762 | 1,000 SF GFA | $51,711 | $7,762 | 1,000 SF GFA | $18,570 | $7,762 | 1,000 SF GFA | $45,574 | $7,762 |
| Bank (Drive-In) | Drive-in Lane | $42,287 | $12,450 | Drive-in Lane | $63,032 | $12,450 | Drive-in Lane | $44,925 | $12,450 | Drive-in Lanes | $110,523 | $12,450 |
| Personal Service | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $9,182 | $3,719 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'D' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $25,813 | $11,326 | Acre | $45,587 | $11,326 | Acre | $56,155 | $11,326 | 1,000 SF GFA | $32,214 | $11,326 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $3,862 | $1,736 | 1,000 SF GFA | $6,820 | $1,736 | 1,000 SF GFA | $8,315 | $1,736 | 1,000 SF GFA | $10,864 | $1,736 |
| General Heavy Industrial | 1,000 SF GFA | $2,682 | $2,681 | 1,000 SF GFA | $4,736 | $509 | 1,000 SF GFA | $5,835 | $509 | | N/A | |
| Industrial Park | 1,000 SF GFA | $3,626 | $2,173 | 1,000 SF GFA | $5,987 | $2,173 | 1,000 SF GFA | $7,289 | $2,173 | 1,000 SF GFA | $6,876 | $2,173 |
| Warehousing | 1,000 SF GFA | $2,595 | $1,683 | 1,000 SF GFA | $4,431 | $1,683 | 1,000 SF GFA | $2,960 | $1,683 | 1,000 SF GFA | $3,266 | $1,683 |
| Mini-Warehouse | 1,000 SF GFA | $1,235 | $974 | 1,000 SF GFA | $1,958 | $974 | 1,000 SF GFA | $2,413 | $974 | 1,000 SF GFA | $2,922 | $974 |
| Others Not Specified | 1,000 SF GFA | $3,862 | $3,861 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $4,609 | $4,484 | Dwelling Unit | $8,140 | $4,484 | Dwelling Unit | $9,924 | $4,484 | Dwelling Unit | $16,674 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $2,831 | $2,831 | Dwelling Unit | $5,000 | $5,000 | Dwelling Unit | $6,160 | $5,121 | Dwelling Unit | $7,426 | $5,121 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $6,051 | $5,121 |
| Residential Condominium/Townhouse | Dwelling Unit | $2,462 | $2,461 | Dwelling Unit | $4,195 | $4,088 | Dwelling Unit | $5,167 | $4,088 | Dwelling Unit | $9,420 | $4,088 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $6,051 | $5,121 |
| Mobile Home Park | Dwelling Unit | $2,556 | $2,556 | Dwelling Unit | $4,750 | $4,484 | | N/A | | Dwelling Unit | $7,736 | $4,484 |
| Retirement Community | Dwelling Unit | $1,235 | $1,235 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $4,609 | $4,608 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $1,778 | $1,777 | Bed | $2,190 | $2,190 | Beds | $4,366 | $2,275 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $2,481 | $2,319 | Dwelling Unit | $4,366 | $2,319 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $1,694 | $1,693 | Dwelling Unit | $3,025 | $1,997 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,542 | $1,306 | Room | $2,639 | $1,306 | Room | $3,302 | $1,306 | Rooms | $6,635 | $1,306 |
| Motel/Other Lodging Facilities | Room | $1,188 | $1,089 | Room | $2,097 | $1,089 | Room | $2,584 | $1,089 | Rooms | $4,194 | $1,089 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $84,281 | $84,281 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $8,950 | $8,950 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $3,162 | $2,106 | Tee | $5,584 | $2,106 | Tee | $6,895 | $2,106 | Driving Positions | $16,881 | $2,106 |
| Golf Course | Acre | $983 | $851 | Acre | $1,333 | $851 | Acre | $1,660 | $851 | Holes | $39,331 | $851 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,428 | $1,272 | 1,000 SF GFA | $7,320 | $1,272 | 1,000 SF GFA | $15,091 | $1,272 | 1,000 SF GFA | $31,217 | $1,272 |
| Ice Rink | 1,000 SF GFA | $5,970 | $2,290 | 1,000 SF GFA | $10,543 | $2,290 | 1,000 SF GFA | $13,004 | $2,290 | 1,000 SF GFA | $17,981 | $2,290 |
| Live Theater | Seat | $47 | $47 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $834 | $759 | Hole | $1,472 | $759 | Hole | $1,814 | $759 | Holes | $4,469 | $759 |
| Multiplex Movie Theater | Seat | $354 | $353 | Screen | $60,908 | $11,165 | Screen | $75,147 | $11,165 | Screens | $283,222 | $11,165 |
| Tennis Courts | Court | $9,808 | $1,236 | Court | $14,960 | $1,236 | Court | $18,462 | $1,236 | Courts | $51,604 | $1,236 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,093 | $932 | 1,000 SF GFA | $1,931 | $932 | 1,000 SF GFA | $1,985 | $932 | 1,000 SF GFA | $7,014 | $932 |
| Day Care Center | 1,000 SF GFA | $21,802 | $5,403 | 1,000 SF GFA | $38,448 | $5,403 | 1,000 SF GFA | $24,827 | $5,403 | 1,000 SF GFA | $37,474 | $5,403 |
| Primary/Middle School (1-8) | Student | $267 | $186 | Student | $444 | $186 | Student | $582 | $186 | Student | $1,031 | $186 |
| High School (9-12) | Student | $252 | $184 | Student | $403 | $184 | Student | $462 | $184 | Students | $860 | $184 |
| Jr/Community College | Student | $283 | $177 | Student | $347 | $177 | Student | $428 | $177 | Students | $1,960 | $177 |
| University/College | Student | $346 | $286 | Student | $611 | $286 | Student | $616 | $286 | Students | $2,682 | $286 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $15,376 | $4,815 | 1,000 SF GFA | $27,155 | $4,815 | 1,000 SF GFA | $33,501 | $4,815 | 1,000 SF GFA | $55,592 | $4,815 |
| Hospital | Bed | $3,626 | $2,308 | Bed | $6,820 | $2,308 | Bed | $9,188 | $2,308 | Beds | $32,042 | $2,308 |
| Nursing Home | Bed | $503 | $503 | Bed | $1,153 | $554 | Bed | $1,420 | $554 | Beds | $3,713 | $554 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $21,336 | $4,815 | 1,000 SF GFA | $41,875 | $4,815 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $5,970 | $3,534 | 1,000 SF GFA | $10,612 | $3,534 | 1,000 SF GFA | $13,175 | $3,534 | 1,000 SF GFA | $12,377 | $3,534 |
| General Office Building | 1,000 SF GFA | $6,402 | $3,770 | 1,000 SF GFA | $11,306 | $3,770 | 1,000 SF GFA | $13,928 | $3,770 | 1,000 SF GFA | $23,722 | $3,770 |
| Medical/Dental Office | 1,000 SF GFA | $15,714 | $5,318 | 1,000 SF GFA | $28,211 | $5,318 | 1,000 SF GFA | $33,347 | $5,318 | 1,000 SF GFA | $58,652 | $5,318 |
| Single Tenant Office Building | 1,000 SF GFA | $7,385 | $4,368 | 1,000 SF GFA | $13,126 | $4,368 | 1,000 SF GFA | $16,255 | $4,368 | 1,000 SF GFA | $35,274 | $4,368 |
| Office Park | 1,000 SF GFA | $6,441 | $3,788 | 1,000 SF GFA | $11,376 | $3,788 | 1,000 SF GFA | $13,825 | $3,788 | 1,000 SF GFA | $22,072 | $3,788 |
| Others Not Specified | 1,000 SF GFA | $6,402 | $6,402 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $5,128 | $3,453 | 1,000 SF GFA | $9,070 | $3,453 | 1,000 SF GFA | $10,300 | $3,453 | 1,000 SF GLA | $14,336 | $3,453 |
| Automobile Parts Sales | 1,000 SF GFA | $8,620 | $5,432 | 1,000 SF GFA | $15,223 | $5,432 | 1,000 SF GFA | $18,787 | $5,432 | 1,000 SF GFA | $21,453 | $5,432 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $3,988 | $798 | Fueling Position | $4,903 | $798 | Fueling Position | $6,091 | $798 | /ehicle Fueling Position | $12,721 | $798 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,737 | $2,737 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $2,776 | $3,271 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $5,663 | $3,181 | 1,000 SF GFA | $9,417 | $3,181 | 1,000 SF GFA | $11,566 | $3,181 | 1,000 SF GFA | $18,668 | $3,181 |
| Quick Lubrication Vehicle Center | Service Position | $7,873 | $1,980 | Service Position | $13,890 | $1,980 | Service Position | $17,127 | $1,980 | Servicing Positions | $22,313 | $1,980 |
| Self-Service Car Wash | Stall | $1,636 | $435 | Stall | $2,764 | $435 | Stall | $3,405 | $435 | Stalls | $6,842 | $435 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $5,820 | $242 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $7,503 | $5,483 | 1,000 SF GFA | $16,168 | $5,483 | 1,000 SF GFA | $16,477 | $5,483 | 1,000 SF GFA | $22,003 | $5,483 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $31,531 | $8,538 | 1,000 SF GFA | $57,616 | $8,538 | 1,000 SF GFA | $67,054 | $8,538 | 1,000 SF GFA | $158,423 | $8,538 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $24,625 | $24,625 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $11,664 | $3,177 | 1,000 SF GFA | $20,696 | $3,177 | 1,000 SF GFA | $23,030 | $3,177 | 1,000 SF GFA | $54,011 | $3,177 |
| Sit-Down Restaurant | 1,000 SF GFA | $7,904 | $4,210 | 1,000 SF GFA | $13,946 | $4,210 | 1,000 SF GFA | $17,213 | $4,210 | 1,000 SF GFA | $42,356 | $4,210 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $126,140 | $3,177 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $7,503 | $3,282 | 1,000 SF GFA | $15,807 | $3,282 | 1,000 SF GFA | $19,232 | $3,282 | 1,000 SF GFA | $32,523 | $3,282 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $11,876 | $3,308 | 1,000 SF GFA | $26,777 | $3,308 | 1,000 SF GFA | $46,791 | $3,308 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $7,681 | $4,281 | 1,000 SF GFA | $6,673 | $4,281 | 1,000 SF GFA | $12,996 | $4,281 |
| Pharmacy/Drugstore | 1,000 SF GFA | $13,410 | $3,110 | 1,000 SF GFA | $19,654 | $3,110 | 1,000 SF GFA | $27,821 | $3,110 | 1,000 SF GFA | $50,539 | $3,110 |
| Shopping Center | 1,000 SF GFA | $6,245 | $4,437 | 1,000 SF GFA | $11,070 | $4,437 | 1,000 SF GFA | $13,500 | $4,437 | 1,000 SF GLA | $24,169 | $4,437 |
| Supermarket | 1,000 SF GFA | $18,624 | $6,058 | 1,000 SF GFA | $29,877 | $6,058 | 1,000 SF GFA | $33,450 | $6,058 | 1,000 SF GFA | $56,899 | $6,058 |
| Video Arcade | 1,000 SF GFA | $13,449 | $13,449 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $17,193 | $17,192 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $15,585 | $4,343 | 1,000 SF GFA | $19,232 | $4,343 | 1,000 SF GFA | $33,692 | $4,343 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $535 | $535 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $26,513 | $6,965 | 1,000 SF GFA | $46,823 | $6,965 | 1,000 SF GFA | $21,182 | $6,965 | 1,000 SF GFA | $55,799 | $6,965 |
| Bank (Drive-In) | Drive-in Lane | $38,696 | $9,285 | Drive-in Lane | $57,074 | $9,285 | Drive-in Lane | $51,244 | $9,285 | Drive-in Lanes | $135,320 | $9,285 |
| Personal Service | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $11,242 | $3,110 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'E' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $22,951 | $11,756 | Acre | $52,599 | $11,756 | Acre | $65,458 | $11,756 | 1,000 SF GFA | $19,774 | $11,756 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $3,431 | $1,890 | 1,000 SF GFA | $7,863 | $1,890 | 1,000 SF GFA | $9,702 | $1,890 | 1,000 SF GFA | $6,650 | $1,890 |
| General Heavy Industrial | 1,000 SF GFA | $2,358 | $2,357 | 1,000 SF GFA | $5,454 | $579 | 1,000 SF GFA | $6,787 | $579 | | N/A | |
| Industrial Park | 1,000 SF GFA | $3,227 | $2,375 | 1,000 SF GFA | $6,909 | $2,375 | 1,000 SF GFA | $8,495 | $2,375 | 1,000 SF GFA | $4,228 | $2,375 |
| Warehousing | 1,000 SF GFA | $2,139 | $1,720 | 1,000 SF GFA | $4,735 | $1,720 | 1,000 SF GFA | $3,206 | $1,720 | 1,000 SF GFA | $2,004 | $1,720 |
| Mini-Warehouse | 1,000 SF GFA | $1,015 | $1,013 | 1,000 SF GFA | $2,091 | $1,013 | 1,000 SF GFA | $2,603 | $1,013 | 1,000 SF GFA | $1,806 | $1,013 |
| Others Not Specified | 1,000 SF GFA | $3,431 | $3,431 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $3,541 | $3,540 | Dwelling Unit | $8,114 | $4,484 | Dwelling Unit | $9,994 | $4,484 | Dwelling Unit | $10,460 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $2,175 | $2,175 | Dwelling Unit | $4,986 | $4,646 | Dwelling Unit | $6,204 | $4,646 | Dwelling Unit | $4,646 | $4,646 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $3,809 | $3,809 |
| Residential Condominium/Townhouse | Dwelling Unit | $1,891 | $1,890 | Dwelling Unit | $4,183 | $4,073 | Dwelling Unit | $5,205 | $4,073 | Dwelling Unit | $5,923 | $4,073 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $3,809 | $3,809 |
| Mobile Home Park | Dwelling Unit | $1,964 | $1,963 | Dwelling Unit | $4,735 | $4,484 | | N/A | | Dwelling Unit | $4,866 | $4,484 |
| Retirement Community | Dwelling Unit | $949 | $949 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $3,541 | $4,172 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $1,773 | $1,773 | Bed | $2,207 | $2,206 | Beds | $2,753 | $2,269 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $2,498 | $2,311 | Dwelling Unit | $2,753 | $2,311 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $1,707 | $1,707 | Dwelling Unit | $1,894 | $1,893 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,431 | $1,070 | Room | $3,179 | $1,070 | Room | $4,018 | $1,070 | Rooms | $4,250 | $1,070 |
| Motel/Other Lodging Facilities | Room | $1,102 | $1,102 | Room | $2,526 | $1,244 | Room | $3,144 | $1,244 | Rooms | $2,686 | $1,244 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $78,227 | $78,226 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $8,307 | $8,307 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $2,935 | $2,363 | Tee | $6,725 | $2,363 | Tee | $8,390 | $2,363 | Driving Positions | $10,812 | $2,363 |
| Golf Course | Acre | $913 | $912 | Acre | $1,606 | $933 | Acre | $2,020 | $933 | Holes | $25,191 | $933 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,110 | $1,650 | 1,000 SF GFA | $8,817 | $1,650 | 1,000 SF GFA | $18,363 | $1,650 | 1,000 SF GFA | $19,994 | $1,650 |
| Ice Rink | 1,000 SF GFA | $5,541 | $2,839 | 1,000 SF GFA | $12,698 | $2,839 | 1,000 SF GFA | $15,823 | $2,839 | 1,000 SF GFA | $11,516 | $2,839 |
| Live Theater | Seat | $44 | $44 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $774 | $773 | Hole | $1,773 | $869 | Hole | $2,207 | $869 | Holes | $2,863 | $869 |
| Multiplex Movie Theater | Seat | $329 | $328 | Screen | $73,361 | $12,567 | Screen | $91,441 | $12,567 | Screens | $145,112 | $12,567 |
| Tennis Courts | Court | $9,103 | $1,634 | Court | $18,018 | $1,634 | Court | $22,465 | $1,634 | Courts | $33,052 | $1,634 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,015 | $1,014 | 1,000 SF GFA | $2,325 | $1,084 | 1,000 SF GFA | $2,415 | $1,084 | 1,000 SF GFA | $4,492 | $1,084 |
| Day Care Center | 1,000 SF GFA | $20,236 | $5,378 | 1,000 SF GFA | $46,309 | $5,378 | 1,000 SF GFA | $30,210 | $5,378 | 1,000 SF GFA | $24,002 | $5,378 |
| Primary/Middle School (1-8) | Student | $248 | $224 | Student | $535 | $224 | Student | $708 | $224 | Student | $661 | $224 |
| High School (9-12) | Student | $234 | $218 | Student | $485 | $218 | Student | $562 | $218 | Students | $551 | $218 |
| Jr/Community College | Student | $263 | $202 | Student | $418 | $202 | Student | $521 | $202 | Students | $1,167 | $202 |
| University/College | Student | $321 | $321 | Student | $736 | $336 | Student | $750 | $336 | Students | $1,585 | $336 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $14,272 | $5,475 | 1,000 SF GFA | $32,707 | $5,475 | 1,000 SF GFA | $40,766 | $5,475 | 1,000 SF GFA | $34,659 | $5,475 |
| Hospital | Bed | $3,365 | $2,623 | Bed | $8,214 | $2,623 | Bed | $11,180 | $2,623 | Beds | $19,972 | $2,623 |
| Nursing Home | Bed | $467 | $467 | Bed | $1,389 | $645 | Bed | $1,728 | $645 | Beds | $2,334 | $645 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $25,963 | $5,475 | 1,000 SF GFA | $26,116 | $5,475 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $4,869 | $3,621 | 1,000 SF GFA | $11,243 | $3,621 | 1,000 SF GFA | $14,095 | $3,621 | 1,000 SF GFA | $6,342 | $3,621 |
| General Office Building | 1,000 SF GFA | $5,220 | $3,858 | 1,000 SF GFA | $11,962 | $3,858 | 1,000 SF GFA | $14,886 | $3,858 | 1,000 SF GFA | $12,155 | $3,858 |
| Medical/Dental Office | 1,000 SF GFA | $12,826 | $5,366 | 1,000 SF GFA | $29,880 | $5,366 | 1,000 SF GFA | $35,685 | $5,366 | 1,000 SF GFA | $36,575 | $5,366 |
| Single Tenant Office Building | 1,000 SF GFA | $6,030 | $4,472 | 1,000 SF GFA | $13,886 | $4,472 | 1,000 SF GFA | $17,385 | $4,472 | 1,000 SF GFA | $18,078 | $4,472 |
| Office Park | 1,000 SF GFA | $5,256 | $3,881 | 1,000 SF GFA | $12,046 | $3,881 | 1,000 SF GFA | $14,782 | $3,881 | 1,000 SF GFA | $11,318 | $3,881 |
| Others Not Specified | 1,000 SF GFA | $5,220 | $5,219 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $4,760 | $3,869 | 1,000 SF GFA | $10,925 | $3,869 | 1,000 SF GFA | $12,534 | $3,869 | 1,000 SF GLA | $9,182 | $3,869 |
| Automobile Parts Sales | 1,000 SF GFA | $8,001 | $5,052 | 1,000 SF GFA | $18,336 | $5,052 | 1,000 SF GFA | $22,860 | $5,052 | 1,000 SF GFA | $13,740 | $5,052 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $3,701 | $926 | Fueling Position | $5,906 | $926 | Fueling Position | $7,412 | $926 | /ehicle Fueling Position | $8,147 | $926 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,540 | $2,540 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $2,577 | $2,577 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $5,256 | $3,656 | 1,000 SF GFA | $11,343 | $3,656 | 1,000 SF GFA | $14,074 | $3,656 | 1,000 SF GFA | $11,957 | $3,656 |
| Quick Lubrication Vehicle Center | Service Position | $7,307 | $2,371 | Service Position | $16,730 | $2,371 | Service Position | $20,841 | $2,371 | Servicing Positions | $14,291 | $2,371 |
| Self-Service Car Wash | Stall | $1,518 | $507 | Stall | $3,329 | $507 | Stall | $4,143 | $507 | Stalls | $4,382 | $507 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $7,010 | $200 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $6,964 | $5,182 | 1,000 SF GFA | $19,474 | $5,182 | 1,000 SF GFA | $20,050 | $5,182 | 1,000 SF GFA | $14,093 | $5,182 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $29,266 | $10,124 | 1,000 SF GFA | $69,396 | $10,124 | 1,000 SF GFA | $81,594 | $10,124 | 1,000 SF GFA | $101,468 | $10,124 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $22,856 | $22,856 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $10,826 | $3,692 | 1,000 SF GFA | $24,928 | $3,692 | 1,000 SF GFA | $28,024 | $3,692 | 1,000 SF GFA | $34,593 | $3,692 |
| Sit-Down Restaurant | 1,000 SF GFA | $7,337 | $2,680 | 1,000 SF GFA | $16,797 | $2,680 | 1,000 SF GFA | $20,945 | $2,680 | 1,000 SF GFA | $27,129 | $2,680 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $80,791 | $3,692 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $6,964 | $3,142 | 1,000 SF GFA | $19,039 | $3,142 | 1,000 SF GFA | $23,402 | $3,142 | 1,000 SF GFA | $20,831 | $3,142 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $14,304 | $3,987 | 1,000 SF GFA | $32,583 | $3,987 | 1,000 SF GFA | $29,969 | $3,987 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $9,252 | $5,156 | 1,000 SF GFA | $8,120 | $5,156 | 1,000 SF GFA | $8,324 | $5,156 |
| Pharmacy/Drugstore | 1,000 SF GFA | $12,447 | $3,053 | 1,000 SF GFA | $23,673 | $3,053 | 1,000 SF GFA | $33,853 | $3,053 | 1,000 SF GFA | $32,369 | $3,053 |
| Shopping Center | 1,000 SF GFA | $5,796 | $4,874 | 1,000 SF GFA | $13,334 | $4,874 | 1,000 SF GFA | $16,427 | $4,874 | 1,000 SF GLA | $15,480 | $4,874 |
| Supermarket | 1,000 SF GFA | $17,286 | $6,637 | 1,000 SF GFA | $35,986 | $6,637 | 1,000 SF GFA | $40,703 | $6,637 | 1,000 SF GFA | $36,443 | $6,637 |
| Video Arcade | 1,000 SF GFA | $12,483 | $12,483 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $15,958 | $15,957 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $18,771 | $3,558 | 1,000 SF GFA | $23,402 | $3,558 | 1,000 SF GFA | $21,580 | $3,558 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $496 | $496 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $24,608 | $8,251 | 1,000 SF GFA | $56,397 | $8,251 | 1,000 SF GFA | $25,775 | $8,251 | 1,000 SF GFA | $35,738 | $8,251 |
| Bank (Drive-In) | Drive-in Lane | $35,916 | $13,293 | Drive-in Lane | $68,744 | $13,293 | Drive-in Lane | $62,356 | $13,293 | Drive-in Lanes | $86,671 | $13,293 |
| Personal Service | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $7,201 | $3,053 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'F' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $0 | $0 | Acre | $0 | $0 | Acre | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| General Heavy Industrial | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | N/A | | |
| Industrial Park | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Warehousing | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Mini-Warehouse | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Apartment/Multi-family | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Multifamily Housing (High-Rise) | N/A | | | N/A | | | N/A | | | Dwelling Unit | $0 | $0 |
| Residential Condominium/Townhouse | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Mid-Rise Residential with 1st Floor Commercial | N/A | | | N/A | | | N/A | | | Dwelling Unit | $0 | $0 |
| Mobile Home Park | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | N/A | | | Dwelling Unit | $0 | $0 |
| Retirement Community | Dwelling Unit | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Others Not Specified | Dwelling Unit | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Assisted Living | N/A | | | Dwelling Unit | $0 | $0 | Bed | $0 | $0 | Beds | $0 | $0 |
| Senior Adult Housing | N/A | | | N/A | | | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| Congregate Care Facility | N/A | | | N/A | | | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $0 | $0 | Room | $0 | $0 | Room | $0 | $0 | Rooms | $0 | $0 |
| Motel/Other Lodging Facilities | Room | $0 | $0 | Room | $0 | $0 | Room | $0 | $0 | Rooms | $0 | $0 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Bowling Alley | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Driving Range | Tee | $0 | $0 | Tee | $0 | $0 | Tee | $0 | $0 | Driving Positions | $0 | $0 |
| Golf Course | Acre | $0 | $0 | Acre | $0 | $0 | Acre | $0 | $0 | Holes | $0 | $0 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Ice Rink | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Live Theater | Seat | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Miniature Golf | Hole | $0 | $0 | Hole | $0 | $0 | Hole | $0 | $0 | Holes | $0 | $0 |
| Multiplex Movie Theater | Seat | $0 | $0 | Screen | $0 | $0 | Screen | $0 | $0 | Screens | $0 | $0 |
| Tennis Courts | Court | $0 | $0 | Court | $0 | $0 | Court | $0 | $0 | Courts | $0 | $0 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| 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 |
| Day 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 |
| Primary/Middle School (1-8) | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 |
| High School (9-12) | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $0 | $0 |
| Jr/Community College | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $0 | $0 |
| University/College | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $0 | $0 |
| **MEDICAL** | | | | | | | | | | | | |
| 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 |
| Hospital | Bed | $0 | $0 | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $0 | $0 |
| Nursing Home | Bed | $0 | $0 | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $0 | $0 |
| Animal Hospital/Veterinary Clinic | N/A | | | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| General Office Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Medical/Dental Office | 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 Tenant Office Building | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Office Park | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GLA | $0 | $0 |
| Automobile Parts Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $0 | $0 | Fueling Position | $0 | $0 | Fueling Position | $0 | $0 | Vehicle Fueling Position | $0 | $0 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| New and Used Car Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Quick Lubrication Vehicle Center | Service Position | $0 | $0 | Service Position | $0 | $0 | Service Position | $0 | $0 | Servicing Positions | $0 | $0 |
| Self-Service Car Wash | Stall | $0 | $0 | Stall | $0 | $0 | Stall | $0 | $0 | Stalls | $0 | $0 |
| Automated Car Wash | N/A | | | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | |
| Tire 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 |
| **Dining** | | | | | | | | | | | | |
| 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 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| High Turnover (Sit-down) 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 |
| Sit-Down 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 |
| Coffee / Donut Shop | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $0 | $0 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing 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 |
| Garden Center (Nursery) | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Home Improvement Superstore | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Pharmacy/Drugstore | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Shopping Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GLA | $0 | $0 |
| Supermarket | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Video Arcade | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Video Rental Store | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Toy/Children's Superstore | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 |
| Bank (Drive-In) | Drive-in Lane | $0 | $0 | Drive-in Lane | $0 | $0 | Drive-in Lane | $0 | $0 | Drive-in Lanes | $0 | $0 |
| Personal Service | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $0 | $0 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'G' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $10,880 | $10,205 | Acre | $22,777 | $10,205 | Acre | $20,841 | $10,205 | 1,000 SF GFA | $10,822 | $10,205 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $1,628 | $1,355 | 1,000 SF GFA | $3,408 | $1,355 | 1,000 SF GFA | $3,086 | $1,355 | 1,000 SF GFA | $3,650 | $1,355 |
| General Heavy Industrial | 1,000 SF GFA | $1,130 | $1,130 | 1,000 SF GFA | $2,367 | $397 | 1,000 SF GFA | $2,165 | $397 | | N/A | |
| Industrial Park | 1,000 SF GFA | $1,528 | $1,528 | 1,000 SF GFA | $2,991 | $1,699 | 1,000 SF GFA | $2,705 | $1,699 | 1,000 SF GFA | $2,310 | $1,699 |
| Warehousing | 1,000 SF GFA | $1,094 | $1,093 | 1,000 SF GFA | $2,214 | $1,097 | 1,000 SF GFA | $1,099 | $1,097 | 1,000 SF GFA | $1,097 | $1,097 |
| Mini-Warehouse | 1,000 SF GFA | $520 | $520 | 1,000 SF GFA | $979 | $549 | 1,000 SF GFA | $895 | $549 | 1,000 SF GFA | $982 | $549 |
| Others Not Specified | 1,000 SF GFA | $1,628 | $1,628 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $2,009 | $2,008 | Dwelling Unit | $4,206 | $4,205 | Dwelling Unit | $3,810 | $3,810 | Dwelling Unit | $5,602 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $1,233 | $1,233 | Dwelling Unit | $2,582 | $2,494 | Dwelling Unit | $2,362 | $2,362 | Dwelling Unit | $2,495 | $2,494 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,033 | $2,032 |
| Residential Condominium/Townhouse | Dwelling Unit | $1,074 | $1,074 | Dwelling Unit | $2,165 | $2,165 | Dwelling Unit | $1,981 | $1,981 | Dwelling Unit | $3,165 | $2,334 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,033 | $2,032 |
| Mobile Home Park | Dwelling Unit | $1,114 | $1,113 | Dwelling Unit | $2,457 | $2,456 | | N/A | | Dwelling Unit | $2,599 | $2,598 |
| Retirement Community | Dwelling Unit | $537 | $537 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $2,009 | $2,009 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $916 | $916 | Bed | $838 | $838 | Beds | $1,467 | $987 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $953 | $952 | Dwelling Unit | $1,467 | $1,122 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $648 | $647 | Dwelling Unit | $1,016 | $763 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $650 | $649 | Room | $1,319 | $742 | Room | $1,226 | $742 | Rooms | $2,229 | $742 |
| Motel/Other Lodging Facilities | Room | $501 | $500 | Room | $1,048 | $617 | Room | $959 | $617 | Rooms | $1,409 | $617 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $35,524 | $35,524 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $3,772 | $3,772 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $1,333 | $1,332 | Tee | $2,790 | $1,636 | Tee | $2,559 | $1,636 | Driving Positions | $5,671 | $1,636 |
| Golf Course | Acre | $414 | $414 | Acre | $666 | $497 | Acre | $616 | $497 | Holes | $13,213 | $497 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $1,866 | $1,342 | 1,000 SF GFA | $3,657 | $1,342 | 1,000 SF GFA | $5,601 | $1,342 | 1,000 SF GFA | $10,487 | $1,342 |
| Ice Rink | 1,000 SF GFA | $2,516 | $1,912 | 1,000 SF GFA | $5,267 | $1,912 | 1,000 SF GFA | $4,826 | $1,912 | 1,000 SF GFA | $6,041 | $1,912 |
| Live Theater | Seat | $20 | $20 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $351 | $351 | Hole | $736 | $430 | Hole | $673 | $430 | Holes | $1,502 | $430 |
| Multiplex Movie Theater | Seat | $149 | $149 | Screen | $30,432 | $6,409 | Screen | $27,889 | $6,409 | Screens | $95,149 | $6,409 |
| Tennis Courts | Court | $4,134 | $1,315 | Court | $7,474 | $1,315 | Court | $6,852 | $1,315 | Courts | $17,337 | $1,315 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $461 | $460 | 1,000 SF GFA | $965 | $523 | 1,000 SF GFA | $737 | $523 | 1,000 SF GFA | $2,356 | $523 |
| Day Care Center | 1,000 SF GFA | $9,189 | $2,960 | 1,000 SF GFA | $19,210 | $2,960 | 1,000 SF GFA | $9,214 | $2,960 | 1,000 SF GFA | $12,590 | $2,960 |
| Primary/Middle School (1-8) | Student | $113 | $102 | Student | $222 | $102 | Student | $216 | $102 | Student | $347 | $102 |
| High School (9-12) | Student | $106 | $102 | Student | $201 | $102 | Student | $171 | $102 | Students | $289 | $102 |
| Jr/Community College | Student | $119 | $100 | Student | $174 | $100 | Student | $159 | $100 | Students | $658 | $100 |
| University/College | Student | $146 | $145 | Student | $305 | $160 | Student | $229 | $160 | Students | $901 | $160 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $6,481 | $4,815 | 1,000 SF GFA | $13,568 | $4,815 | 1,000 SF GFA | $12,433 | $4,815 | 1,000 SF GFA | $18,676 | $4,815 |
| Hospital | Bed | $1,528 | $1,316 | Bed | $3,408 | $1,316 | Bed | $3,410 | $1,316 | Beds | $10,765 | $1,316 |
| Nursing Home | Bed | $212 | $212 | Bed | $576 | $310 | Bed | $527 | $310 | Beds | $1,247 | $310 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $7,918 | $4,815 | 1,000 SF GFA | $14,068 | $4,815 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $2,516 | $2,009 | 1,000 SF GFA | $5,302 | $2,009 | 1,000 SF GFA | $4,890 | $2,009 | 1,000 SF GFA | $4,158 | $2,009 |
| General Office Building | 1,000 SF GFA | $2,698 | $2,145 | 1,000 SF GFA | $5,649 | $2,145 | 1,000 SF GFA | $5,169 | $2,145 | 1,000 SF GFA | $7,970 | $2,145 |
| Medical/Dental Office | 1,000 SF GFA | $6,623 | $5,127 | 1,000 SF GFA | $14,095 | $5,127 | 1,000 SF GFA | $12,376 | $5,127 | 1,000 SF GFA | $19,704 | $5,127 |
| Single Tenant Office Building | 1,000 SF GFA | $3,113 | $2,485 | 1,000 SF GFA | $6,558 | $2,485 | 1,000 SF GFA | $6,033 | $2,485 | 1,000 SF GFA | $11,850 | $2,485 |
| Office Park | 1,000 SF GFA | $2,715 | $2,154 | 1,000 SF GFA | $5,684 | $2,154 | 1,000 SF GFA | $5,131 | $2,154 | 1,000 SF GFA | $7,415 | $2,154 |
| Others Not Specified | 1,000 SF GFA | $2,698 | $2,698 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $2,161 | $1,988 | 1,000 SF GFA | $4,532 | $1,988 | 1,000 SF GFA | $3,823 | $1,988 | 1,000 SF GLA | $4,816 | $1,988 |
| Automobile Parts Sales | 1,000 SF GFA | $3,633 | $3,098 | 1,000 SF GFA | $7,606 | $3,098 | 1,000 SF GFA | $6,972 | $3,098 | 1,000 SF GFA | $7,207 | $3,098 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $1,681 | $381 | Fueling Position | $2,450 | $381 | Fueling Position | $2,261 | $381 | /ehicle Fueling Position | $4,274 | $381 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $1,154 | $1,153 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $1,170 | $1,170 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $2,387 | $1,799 | 1,000 SF GFA | $4,705 | $1,799 | 1,000 SF GFA | $4,293 | $1,799 | 1,000 SF GFA | $6,272 | $1,799 |
| Quick Lubrication Vehicle Center | Service Position | $3,318 | $1,060 | Service Position | $6,940 | $1,060 | Service Position | $6,356 | $1,060 | Servicing Positions | $7,496 | $1,060 |
| Self-Service Car Wash | Stall | $690 | $634 | Stall | $1,381 | $634 | Stall | $1,264 | $634 | Stalls | $2,298 | $634 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $2,908 | $128 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $3,163 | $3,104 | 1,000 SF GFA | $8,078 | $3,104 | 1,000 SF GFA | $6,115 | $3,104 | 1,000 SF GFA | $7,392 | $3,104 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $13,290 | $4,725 | 1,000 SF GFA | $28,787 | $4,725 | 1,000 SF GFA | $24,886 | $4,725 | 1,000 SF GFA | $53,222 | $4,725 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $10,379 | $10,379 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $4,916 | $1,785 | 1,000 SF GFA | $10,341 | $1,785 | 1,000 SF GFA | $8,547 | $1,785 | 1,000 SF GFA | $18,145 | $1,785 |
| Sit-Down Restaurant | 1,000 SF GFA | $3,332 | $2,357 | 1,000 SF GFA | $6,968 | $2,357 | 1,000 SF GFA | $6,388 | $2,357 | 1,000 SF GFA | $14,230 | $2,357 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $42,377 | $1,785 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $3,163 | $2,769 | 1,000 SF GFA | $7,898 | $2,769 | 1,000 SF GFA | $7,137 | $2,769 | 1,000 SF GFA | $10,926 | $2,769 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $5,934 | $3,622 | 1,000 SF GFA | $9,938 | $3,622 | 1,000 SF GFA | $15,720 | $3,622 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $3,838 | $2,342 | 1,000 SF GFA | $2,477 | $2,342 | 1,000 SF GFA | $4,366 | $2,342 |
| Pharmacy/Drugstore | 1,000 SF GFA | $5,652 | $3,635 | 1,000 SF GFA | $9,820 | $3,635 | 1,000 SF GFA | $10,325 | $3,635 | 1,000 SF GFA | $16,979 | $3,635 |
| Shopping Center | 1,000 SF GFA | $2,632 | $2,588 | 1,000 SF GFA | $5,531 | $2,588 | 1,000 SF GFA | $5,010 | $2,588 | 1,000 SF GLA | $8,120 | $2,588 |
| Supermarket | 1,000 SF GFA | $7,850 | $5,708 | 1,000 SF GFA | $14,928 | $5,708 | 1,000 SF GFA | $12,414 | $5,708 | 1,000 SF GFA | $19,115 | $5,708 |
| Video Arcade | 1,000 SF GFA | $5,669 | $5,668 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $7,247 | $7,246 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $7,787 | $2,894 | 1,000 SF GFA | $7,137 | $2,894 | 1,000 SF GFA | $11,319 | $2,894 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $225 | $225 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $11,175 | $3,857 | 1,000 SF GFA | $23,395 | $3,857 | 1,000 SF GFA | $7,861 | $3,857 | 1,000 SF GFA | $18,746 | $3,857 |
| Bank (Drive-In) | Drive-in Lane | $16,310 | $6,184 | Drive-in Lane | $28,516 | $6,184 | Drive-in Lane | $19,018 | $6,184 | Drive-in Lanes | $45,461 | $6,184 |
| Personal Service | | N/A | | | 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 replatting is necessary)

# Service Area 'H' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $22,266 | $3,140 | Acre | $14,895 | $3,140 | Acre | $11,971 | $3,140 | 1,000 SF GFA | $3,141 | $3,140 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $3,333 | $1,057 | 1,000 SF GFA | $2,230 | $1,057 | 1,000 SF GFA | $1,772 | $1,057 | 1,000 SF GFA | $1,058 | $1,057 |
| General Heavy Industrial | 1,000 SF GFA | $2,310 | $2,309 | 1,000 SF GFA | $1,545 | $342 | 1,000 SF GFA | $1,242 | $342 | | N/A | |
| Industrial Park | 1,000 SF GFA | $3,129 | $671 | 1,000 SF GFA | $1,956 | $671 | 1,000 SF GFA | $1,552 | $671 | 1,000 SF GFA | $671 | $671 |
| Warehousing | 1,000 SF GFA | $2,076 | $317 | 1,000 SF GFA | $1,340 | $317 | 1,000 SF GFA | $586 | $317 | 1,000 SF GFA | $318 | $317 |
| Mini-Warehouse | 1,000 SF GFA | $987 | $285 | 1,000 SF GFA | $592 | $285 | 1,000 SF GFA | $476 | $285 | 1,000 SF GFA | $285 | $285 |
| Others Not Specified | 1,000 SF GFA | $3,333 | $3,333 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $3,436 | $1,660 | Dwelling Unit | $2,298 | $1,660 | Dwelling Unit | $1,827 | $1,660 | Dwelling Unit | $1,661 | $1,660 |
| Apartment/Multi-family | Dwelling Unit | $2,105 | $740 | Dwelling Unit | $1,408 | $740 | Dwelling Unit | $1,132 | $740 | Dwelling Unit | $740 | $740 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $603 | $602 |
| Residential Condominium/Townhouse | Dwelling Unit | $1,835 | $938 | Dwelling Unit | $1,183 | $938 | Dwelling Unit | $951 | $938 | Dwelling Unit | $939 | $938 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $603 | $602 |
| Mobile Home Park | Dwelling Unit | $1,901 | $772 | Dwelling Unit | $1,340 | $772 | | N/A | | Dwelling Unit | $773 | $772 |
| Retirement Community | Dwelling Unit | $921 | $921 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $3,436 | $3,435 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $499 | $436 | Bed | $401 | $400 | Beds | $437 | $436 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $456 | $436 | Dwelling Unit | $437 | $436 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $310 | $303 | Dwelling Unit | $303 | $303 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,433 | $633 | Room | $929 | $633 | Room | $758 | $633 | Rooms | $697 | $633 |
| Motel/Other Lodging Facilities | Room | $1,104 | $440 | Room | $738 | $440 | Room | $593 | $440 | Rooms | $440 | $440 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $78,327 | $78,326 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $8,319 | $8,318 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $2,939 | $1,393 | Tee | $1,966 | $1,393 | Tee | $1,584 | $1,393 | Driving Positions | $1,773 | $1,393 |
| Golf Course | Acre | $914 | $448 | Acre | $469 | $448 | Acre | $381 | $381 | Holes | $4,130 | $448 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,116 | $1,499 | 1,000 SF GFA | $2,577 | $1,499 | 1,000 SF GFA | $3,466 | $1,499 | 1,000 SF GFA | $3,278 | $1,499 |
| Ice Rink | 1,000 SF GFA | $5,548 | $1,556 | 1,000 SF GFA | $3,712 | $1,556 | 1,000 SF GFA | $2,987 | $1,556 | 1,000 SF GFA | $1,888 | $1,556 |
| Live Theater | Seat | $44 | $43 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $775 | $365 | Hole | $518 | $365 | Hole | $417 | $365 | Holes | $469 | $365 |
| Multiplex Movie Theater | Seat | $329 | $328 | Screen | $21,443 | $5,643 | Screen | $17,261 | $5,643 | Screens | $23,046 | $5,643 |
| Tennis Courts | Court | $9,116 | $1,244 | Court | $5,267 | $1,244 | Court | $4,240 | $1,244 | Courts | $5,419 | $1,244 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,016 | $425 | 1,000 SF GFA | $680 | $425 | 1,000 SF GFA | $456 | $425 | 1,000 SF GFA | $736 | $425 |
| Day Care Center | 1,000 SF GFA | $20,263 | $2,135 | 1,000 SF GFA | $13,536 | $2,135 | 1,000 SF GFA | $5,702 | $2,135 | 1,000 SF GFA | $3,935 | $2,135 |
| Primary/Middle School (1-8) | Student | $249 | $74 | Student | $156 | $74 | Student | $134 | $74 | Student | $108 | $74 |
| High School (9-12) | Student | $234 | $80 | Student | $142 | $80 | Student | $106 | $80 | Students | $90 | $80 |
| Jr/Community College | Student | $263 | $84 | Student | $122 | $84 | Student | $98 | $84 | Students | $184 | $84 |
| University/College | Student | $322 | $127 | Student | $215 | $127 | Student | $141 | $127 | Students | $253 | $127 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $14,291 | $3,860 | 1,000 SF GFA | $9,560 | $3,860 | 1,000 SF GFA | $7,695 | $3,860 | 1,000 SF GFA | $5,505 | $3,860 |
| Hospital | Bed | $3,370 | $1,497 | Bed | $2,401 | $1,497 | Bed | $2,110 | $1,497 | Beds | $3,173 | $1,497 |
| Nursing Home | Bed | $468 | $251 | Bed | $406 | $251 | Bed | $326 | $251 | Beds | $368 | $251 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $4,901 | $3,860 | 1,000 SF GFA | $4,148 | $3,860 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $4,722 | $1,007 | 1,000 SF GFA | $3,183 | $1,007 | 1,000 SF GFA | $2,578 | $1,007 | 1,000 SF GFA | $1,007 | $1,007 |
| General Office Building | 1,000 SF GFA | $5,066 | $1,931 | 1,000 SF GFA | $3,389 | $1,931 | 1,000 SF GFA | $2,723 | $1,931 | 1,000 SF GFA | $1,931 | $1,931 |
| Medical/Dental Office | 1,000 SF GFA | $12,442 | $3,870 | 1,000 SF GFA | $8,460 | $3,870 | 1,000 SF GFA | $6,524 | $3,870 | 1,000 SF GFA | $5,808 | $3,870 |
| Single Tenant Office Building | 1,000 SF GFA | $5,848 | $2,512 | 1,000 SF GFA | $3,932 | $2,512 | 1,000 SF GFA | $3,179 | $2,512 | 1,000 SF GFA | $2,870 | $2,512 |
| Office Park | 1,000 SF GFA | $5,102 | $1,797 | 1,000 SF GFA | $3,413 | $1,797 | 1,000 SF GFA | $2,704 | $1,797 | 1,000 SF GFA | $1,798 | $1,797 |
| Others Not Specified | 1,000 SF GFA | $5,066 | $5,065 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $4,766 | $1,505 | 1,000 SF GFA | $3,193 | $1,505 | 1,000 SF GFA | $2,366 | $1,505 | 1,000 SF GLA | $1,505 | $1,505 |
| Automobile Parts Sales | 1,000 SF GFA | $8,012 | $2,252 | 1,000 SF GFA | $5,359 | $2,252 | 1,000 SF GFA | $4,315 | $2,252 | 1,000 SF GFA | $2,253 | $2,252 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $3,706 | $902 | Fueling Position | $1,726 | $902 | Fueling Position | $1,399 | $902 | /ehicle Fueling Position | $1,336 | $902 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,544 | $2,543 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $2,580 | $2,580 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $5,263 | $1,960 | 1,000 SF GFA | $3,315 | $1,960 | 1,000 SF GFA | $2,657 | $1,960 | 1,000 SF GFA | $1,960 | $1,960 |
| Quick Lubrication Vehicle Center | Service Position | $7,317 | $796 | Service Position | $4,890 | $796 | Service Position | $3,934 | $796 | Servicing Positions | $2,343 | $796 |
| Self-Service Car Wash | Stall | $1,520 | $495 | Stall | $973 | $495 | Stall | $782 | $495 | Stalls | $718 | $495 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $2,049 | $303 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $6,974 | $2,310 | 1,000 SF GFA | $5,692 | $2,310 | 1,000 SF GFA | $3,785 | $2,310 | 1,000 SF GFA | $2,310 | $2,310 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $29,306 | $3,584 | 1,000 SF GFA | $20,284 | $3,584 | 1,000 SF GFA | $15,402 | $3,584 | 1,000 SF GFA | $16,635 | $3,584 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $22,888 | $22,887 | | N/A | | | N/A | | | 3140.7 | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $10,841 | $2,526 | 1,000 SF GFA | $7,286 | $2,526 | 1,000 SF GFA | $5,290 | $2,526 | 1,000 SF GFA | $5,671 | $2,526 |
| Sit-Down Restaurant | 1,000 SF GFA | $7,347 | $1,892 | 1,000 SF GFA | $4,910 | $1,892 | 1,000 SF GFA | $3,954 | $1,892 | 1,000 SF GFA | $4,448 | $1,892 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $13,245 | $2,526 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $6,974 | $2,201 | 1,000 SF GFA | $5,565 | $2,201 | 1,000 SF GFA | $4,417 | $2,201 | 1,000 SF GFA | $3,415 | $2,201 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $4,181 | $2,588 | 1,000 SF GFA | $6,150 | $2,588 | 1,000 SF GFA | $4,913 | $2,588 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $2,704 | $1,364 | 1,000 SF GFA | $1,533 | $1,364 | 1,000 SF GFA | $1,365 | $1,364 |
| Pharmacy/Drugstore | 1,000 SF GFA | $12,464 | $2,996 | 1,000 SF GFA | $6,919 | $2,996 | 1,000 SF GFA | $6,390 | $2,996 | 1,000 SF GFA | $5,307 | $2,996 |
| Shopping Center | 1,000 SF GFA | $5,804 | $2,537 | 1,000 SF GFA | $3,897 | $2,537 | 1,000 SF GFA | $3,101 | $2,537 | 1,000 SF GLA | $2,538 | $2,537 |
| Supermarket | 1,000 SF GFA | $17,310 | $4,930 | 1,000 SF GFA | $10,518 | $4,930 | 1,000 SF GFA | $7,683 | $4,930 | 1,000 SF GFA | $5,975 | $4,930 |
| Video Arcade | 1,000 SF GFA | $12,500 | $12,500 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $15,980 | $15,979 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $5,487 | $2,159 | 1,000 SF GFA | $4,417 | $2,159 | 1,000 SF GFA | $3,538 | $2,159 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $497 | $497 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $24,642 | $2,937 | 1,000 SF GFA | $16,484 | $2,937 | 1,000 SF GFA | $4,865 | $2,937 | 1,000 SF GFA | $5,859 | $2,937 |
| Bank (Drive-In) | Drive-in Lane | $35,965 | $4,659 | Drive-in Lane | $20,093 | $4,659 | Drive-in Lane | $11,770 | $4,659 | Drive-in Lanes | $14,209 | $4,659 |
| Personal Service | | 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 replatting is necessary)

# Service Area 'I' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $19,085 | $11,449 | Acre | $21,038 | $11,449 | Acre | $24,779 | $11,449 | 1,000 SF GFA | $11,853 | $11,449 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $2,855 | $1,428 | 1,000 SF GFA | $3,147 | $1,428 | 1,000 SF GFA | $3,669 | $1,428 | 1,000 SF GFA | $3,997 | $1,428 |
| General Heavy Industrial | 1,000 SF GFA | $1,983 | $1,982 | 1,000 SF GFA | $2,186 | $419 | 1,000 SF GFA | $2,575 | $419 | | N/A | |
| Industrial Park | 1,000 SF GFA | $2,681 | $1,785 | 1,000 SF GFA | $2,763 | $1,785 | 1,000 SF GFA | $3,216 | $1,785 | 1,000 SF GFA | $2,530 | $1,785 |
| Warehousing | 1,000 SF GFA | $1,919 | $1,201 | 1,000 SF GFA | $2,045 | $1,201 | 1,000 SF GFA | $1,306 | $1,201 | 1,000 SF GFA | $1,202 | $1,201 |
| Mini-Warehouse | 1,000 SF GFA | $913 | $574 | 1,000 SF GFA | $904 | $574 | 1,000 SF GFA | $1,065 | $574 | 1,000 SF GFA | $1,075 | $574 |
| Others Not Specified | 1,000 SF GFA | $2,855 | $2,855 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $3,524 | $3,523 | Dwelling Unit | $3,884 | $3,884 | Dwelling Unit | $4,530 | $4,484 | Dwelling Unit | $6,135 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $2,163 | $2,163 | Dwelling Unit | $2,385 | $2,384 | Dwelling Unit | $2,809 | $2,732 | Dwelling Unit | $2,732 | $2,732 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,226 | $2,226 |
| Residential Condominium/Townhouse | Dwelling Unit | $1,884 | $1,884 | Dwelling Unit | $2,000 | $1,999 | Dwelling Unit | $2,356 | $2,355 | Dwelling Unit | $3,466 | $2,558 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,226 | $2,226 |
| Mobile Home Park | Dwelling Unit | $1,954 | $1,953 | Dwelling Unit | $2,269 | $2,269 | | N/A | | Dwelling Unit | $2,846 | $2,846 |
| Retirement Community | Dwelling Unit | $942 | $942 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $3,524 | $3,523 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $846 | $846 | Bed | $997 | $996 | Beds | $1,607 | $1,082 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $1,133 | $1,132 | Dwelling Unit | $1,607 | $1,230 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $770 | $770 | Dwelling Unit | $1,113 | $907 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,140 | $791 | Room | $1,218 | $791 | Room | $1,457 | $791 | Rooms | $2,441 | $791 |
| Motel/Other Lodging Facilities | Room | $878 | $659 | Room | $968 | $659 | Room | $1,140 | $659 | Rooms | $1,543 | $659 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $62,314 | $62,313 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $6,617 | $6,617 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $2,338 | $1,741 | Tee | $2,577 | $1,741 | Tee | $3,043 | $1,741 | Driving Positions | $6,211 | $1,741 |
| Golf Course | Acre | $727 | $674 | Acre | $615 | $615 | Acre | $732 | $674 | Holes | $14,472 | $674 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $3,274 | $1,390 | 1,000 SF GFA | $3,378 | $1,390 | 1,000 SF GFA | $6,659 | $1,390 | 1,000 SF GFA | $11,486 | $1,390 |
| Ice Rink | 1,000 SF GFA | $4,414 | $1,969 | 1,000 SF GFA | $4,865 | $1,969 | 1,000 SF GFA | $5,738 | $1,969 | 1,000 SF GFA | $6,616 | $1,969 |
| Live Theater | Seat | $35 | $34 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $616 | $457 | Hole | $679 | $457 | Hole | $800 | $457 | Holes | $1,645 | $457 |
| Multiplex Movie Theater | Seat | $262 | $261 | Screen | $28,108 | $6,954 | Screen | $33,160 | $6,954 | Screens | $104,211 | $6,954 |
| Tennis Courts | Court | $7,251 | $1,784 | Court | $6,904 | $1,784 | Court | $8,146 | $1,784 | Courts | $18,988 | $1,784 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $808 | $538 | 1,000 SF GFA | $891 | $538 | 1,000 SF GFA | $876 | $538 | 1,000 SF GFA | $2,581 | $538 |
| Day Care Center | 1,000 SF GFA | $16,119 | $2,791 | 1,000 SF GFA | $17,743 | $2,791 | 1,000 SF GFA | $10,955 | $2,791 | 1,000 SF GFA | $13,789 | $2,791 |
| Primary/Middle School (1-8) | Student | $198 | $95 | Student | $205 | $95 | Student | $257 | $95 | Student | $380 | $95 |
| High School (9-12) | Student | $186 | $102 | Student | $186 | $102 | Student | $204 | $102 | Students | $316 | $102 |
| Jr/Community College | Student | $209 | $106 | Student | $160 | $106 | Student | $189 | $106 | Students | $645 | $106 |
| University/College | Student | $256 | $162 | Student | $282 | $162 | Student | $272 | $162 | Students | $987 | $162 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $11,368 | $4,902 | 1,000 SF GFA | $12,532 | $4,902 | 1,000 SF GFA | $14,783 | $4,902 | 1,000 SF GFA | $20,455 | $4,902 |
| Hospital | Bed | $2,681 | $1,886 | Bed | $3,147 | $1,886 | Bed | $4,054 | $1,886 | Beds | $11,790 | $1,886 |
| Nursing Home | Bed | $372 | $318 | Bed | $532 | $318 | Bed | $627 | $318 | Beds | $1,366 | $318 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $9,415 | $4,902 | 1,000 SF GFA | $15,408 | $4,902 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $4,414 | $2,155 | 1,000 SF GFA | $4,897 | $2,155 | 1,000 SF GFA | $5,814 | $2,155 | 1,000 SF GFA | $4,554 | $2,155 |
| General Office Building | 1,000 SF GFA | $4,733 | $2,302 | 1,000 SF GFA | $5,218 | $2,302 | 1,000 SF GFA | $6,146 | $2,302 | 1,000 SF GFA | $8,729 | $2,302 |
| Medical/Dental Office | 1,000 SF GFA | $11,618 | $5,579 | 1,000 SF GFA | $13,019 | $5,579 | 1,000 SF GFA | $14,715 | $5,579 | 1,000 SF GFA | $21,581 | $5,579 |
| Single Tenant Office Building | 1,000 SF GFA | $5,460 | $2,664 | 1,000 SF GFA | $6,057 | $2,664 | 1,000 SF GFA | $7,173 | $2,664 | 1,000 SF GFA | $12,979 | $2,664 |
| Office Park | 1,000 SF GFA | $4,762 | $2,311 | 1,000 SF GFA | $5,250 | $2,311 | 1,000 SF GFA | $6,100 | $2,311 | 1,000 SF GFA | $8,121 | $2,311 |
| Others Not Specified | 1,000 SF GFA | $4,733 | $4,733 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $3,791 | $2,862 | 1,000 SF GFA | $4,186 | $2,862 | 1,000 SF GFA | $4,545 | $2,862 | 1,000 SF GLA | $5,275 | $2,862 |
| Automobile Parts Sales | 1,000 SF GFA | $6,373 | $3,354 | 1,000 SF GFA | $7,025 | $3,354 | 1,000 SF GFA | $8,290 | $3,354 | 1,000 SF GFA | $7,894 | $3,354 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $2,948 | $1,165 | Fueling Position | $2,263 | $1,165 | Fueling Position | $2,688 | $1,165 | /ehicle Fueling Position | $4,681 | $1,165 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,024 | $2,023 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $2,053 | $2,052 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $4,187 | $1,897 | 1,000 SF GFA | $4,346 | $1,897 | 1,000 SF GFA | $5,104 | $1,897 | 1,000 SF GFA | $6,869 | $1,897 |
| Quick Lubrication Vehicle Center | Service Position | $5,821 | $1,036 | Service Position | $6,410 | $1,036 | Service Position | $7,558 | $1,036 | Servicing Positions | $8,210 | $1,036 |
| Self-Service Car Wash | Stall | $1,210 | $641 | Stall | $1,276 | $641 | Stall | $1,502 | $641 | Stalls | $2,517 | $641 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $2,686 | $397 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $5,548 | $3,280 | 1,000 SF GFA | $7,461 | $3,280 | 1,000 SF GFA | $7,271 | $3,280 | 1,000 SF GFA | $8,096 | $3,280 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $23,312 | $4,622 | 1,000 SF GFA | $26,589 | $4,622 | 1,000 SF GFA | $29,588 | $4,622 | 1,000 SF GFA | $58,291 | $4,622 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $18,207 | $18,206 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $8,624 | $3,245 | 1,000 SF GFA | $9,551 | $3,245 | 1,000 SF GFA | $10,162 | $3,245 | 1,000 SF GFA | $19,873 | $3,245 |
| Sit-Down Restaurant | 1,000 SF GFA | $5,844 | $2,402 | 1,000 SF GFA | $6,436 | $2,402 | 1,000 SF GFA | $7,595 | $2,402 | 1,000 SF GFA | $15,585 | $2,402 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $46,413 | $3,245 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $5,548 | $2,803 | 1,000 SF GFA | $7,295 | $2,803 | 1,000 SF GFA | $8,486 | $2,803 | 1,000 SF GFA | $11,967 | $2,803 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $5,481 | $3,394 | 1,000 SF GFA | $11,816 | $3,394 | 1,000 SF GFA | $17,217 | $3,394 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $3,545 | $2,194 | 1,000 SF GFA | $2,945 | $2,194 | 1,000 SF GFA | $4,782 | $2,194 |
| Pharmacy/Drugstore | 1,000 SF GFA | $9,915 | $3,778 | 1,000 SF GFA | $9,070 | $3,778 | 1,000 SF GFA | $12,276 | $3,778 | 1,000 SF GFA | $18,596 | $3,778 |
| Shopping Center | 1,000 SF GFA | $4,617 | $3,747 | 1,000 SF GFA | $5,109 | $3,747 | 1,000 SF GFA | $5,957 | $3,747 | 1,000 SF GLA | $8,893 | $3,747 |
| Supermarket | 1,000 SF GFA | $13,770 | $6,143 | 1,000 SF GFA | $13,788 | $6,143 | 1,000 SF GFA | $14,760 | $6,143 | 1,000 SF GFA | $20,936 | $6,143 |
| Video Arcade | 1,000 SF GFA | $9,944 | $9,943 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $12,712 | $12,711 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $7,192 | $3,215 | 1,000 SF GFA | $8,486 | $3,215 | 1,000 SF GFA | $12,397 | $3,215 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $395 | $395 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $19,602 | $3,781 | 1,000 SF GFA | $21,608 | $3,781 | 1,000 SF GFA | $9,347 | $3,781 | 1,000 SF GFA | $20,531 | $3,781 |
| Bank (Drive-In) | Drive-in Lane | $28,610 | $6,019 | Drive-in Lane | $26,339 | $6,019 | Drive-in Lane | $22,612 | $6,019 | Drive-in Lanes | $49,790 | $6,019 |
| Personal Service | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $4,137 | $3,778 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'J' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $27,257 | $3,251 | Acre | $23,598 | $3,251 | Acre | $27,044 | $3,251 | 1,000 SF GFA | $3,251 | $3,251 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $4,078 | $922 | 1,000 SF GFA | $3,530 | $922 | 1,000 SF GFA | $4,005 | $922 | 1,000 SF GFA | $1,097 | $922 |
| General Heavy Industrial | 1,000 SF GFA | $2,832 | $2,832 | 1,000 SF GFA | $2,452 | $473 | 1,000 SF GFA | $2,810 | $473 | N/A | | |
| Industrial Park | 1,000 SF GFA | $3,829 | $694 | 1,000 SF GFA | $3,099 | $694 | 1,000 SF GFA | $3,510 | $694 | 1,000 SF GFA | $694 | $694 |
| Warehousing | 1,000 SF GFA | $2,741 | $329 | 1,000 SF GFA | $2,294 | $329 | 1,000 SF GFA | $1,426 | $329 | 1,000 SF GFA | $330 | $329 |
| Mini-Warehouse | 1,000 SF GFA | $1,304 | $294 | 1,000 SF GFA | $1,014 | $294 | 1,000 SF GFA | $1,162 | $294 | 1,000 SF GFA | $295 | $294 |
| Others Not Specified | 1,000 SF GFA | $4,078 | $4,077 | N/A | | | N/A | | | N/A | | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $5,033 | $1,682 | Dwelling Unit | $4,357 | $1,682 | Dwelling Unit | $4,944 | $1,682 | Dwelling Unit | $1,683 | $1,682 |
| Apartment/Multi-family | Dwelling Unit | $3,089 | $749 | Dwelling Unit | $2,675 | $749 | Dwelling Unit | $3,065 | $749 | Dwelling Unit | $750 | $749 |
| Multifamily Housing (High-Rise) | N/A | | | N/A | | | N/A | | | Dwelling Unit | $611 | $610 |
| Residential Condominium/Townhouse | Dwelling Unit | $2,691 | $950 | Dwelling Unit | $2,243 | $950 | Dwelling Unit | $2,571 | $950 | Dwelling Unit | $951 | $950 |
| Mid-Rise Residential with 1st Floor Commercial | N/A | | | N/A | | | N/A | | | Dwelling Unit | $611 | $610 |
| Mobile Home Park | Dwelling Unit | $2,790 | $780 | Dwelling Unit | $2,545 | $780 | N/A | | | Dwelling Unit | $781 | $780 |
| Retirement Community | Dwelling Unit | $1,345 | $1,345 | N/A | | | N/A | | | N/A | | |
| Others Not Specified | Dwelling Unit | $5,033 | $5,032 | N/A | | | N/A | | | N/A | | |
| Assisted Living | N/A | | | Bed | $949 | $440 | Bed | $1,088 | $440 | Beds | $441 | $440 |
| Senior Adult Housing | N/A | | | N/A | | | Dwelling Unit | $1,236 | $440 | Dwelling Unit | $441 | $440 |
| Congregate Care Facility | N/A | | | N/A | | | Dwelling Unit | $840 | $305 | Dwelling Unit | $305 | $305 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,628 | $669 | Room | $1,366 | $669 | Room | $1,590 | $669 | Rooms | $670 | $669 |
| Motel/Other Lodging Facilities | Room | $1,254 | $423 | Room | $1,086 | $423 | Room | $1,244 | $423 | Rooms | $423 | $423 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $88,996 | $88,996 | N/A | | | N/A | | | N/A | | |
| Bowling Alley | 1,000 SF GFA | $9,451 | $9,451 | N/A | | | N/A | | | N/A | | |
| Driving Range | Tee | $3,339 | $1,703 | Tee | $2,890 | $1,703 | Tee | $3,321 | $1,703 | Driving Positions | $1,704 | $1,703 |
| Golf Course | Acre | $1,038 | $764 | Acre | $690 | $690 | Acre | $799 | $764 | Holes | $3,970 | $764 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,676 | $1,568 | 1,000 SF GFA | $3,789 | $1,568 | 1,000 SF GFA | $7,268 | $1,568 | 1,000 SF GFA | $3,151 | $1,568 |
| Ice Rink | 1,000 SF GFA | $6,303 | $1,814 | 1,000 SF GFA | $5,457 | $1,814 | 1,000 SF GFA | $6,262 | $1,814 | 1,000 SF GFA | $1,815 | $1,814 |
| Live Theater | Seat | $50 | $49 | N/A | | | N/A | | | N/A | | |
| Miniature Golf | Hole | $880 | $451 | Hole | $762 | $451 | Hole | $873 | $451 | Holes | $451 | $451 |
| Multiplex Movie Theater | Seat | $374 | $373 | Screen | $31,528 | $7,948 | Screen | $36,190 | $7,948 | Screens | $28,586 | $7,948 |
| Tennis Courts | Court | $10,356 | $1,464 | Court | $7,744 | $1,464 | Court | $8,891 | $1,464 | Courts | $5,208 | $1,464 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,154 | $607 | 1,000 SF GFA | $999 | $607 | 1,000 SF GFA | $956 | $607 | 1,000 SF GFA | $708 | $607 |
| Day Care Center | 1,000 SF GFA | $23,021 | $3,132 | 1,000 SF GFA | $19,902 | $3,132 | 1,000 SF GFA | $11,956 | $3,132 | 1,000 SF GFA | $3,782 | $3,132 |
| Primary/Middle School (1-8) | Student | $282 | $104 | Student | $230 | $104 | Student | $280 | $104 | Student | $104 | $104 |
| High School (9-12) | Student | $266 | $86 | Student | $209 | $86 | Student | $222 | $86 | Students | $87 | $86 |
| Jr/Community College | Student | $299 | $119 | Student | $180 | $119 | Student | $206 | $119 | Students | $198 | $119 |
| University/College | Student | $365 | $182 | Student | $316 | $182 | Student | $297 | $182 | Students | $271 | $182 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $16,236 | $5,529 | 1,000 SF GFA | $14,056 | $5,529 | 1,000 SF GFA | $16,134 | $5,529 | 1,000 SF GFA | $5,611 | $5,529 |
| Hospital | Bed | $3,829 | $2,131 | Bed | $3,530 | $2,131 | Bed | $4,425 | $2,131 | Beds | $3,234 | $2,131 |
| Nursing Home | Bed | $532 | $359 | Bed | $597 | $359 | Bed | $684 | $359 | Beds | $375 | $359 |
| Animal Hospital/Veterinary Clinic | N/A | | | N/A | | | 1,000 SF GFA | $10,275 | $4,226 | 1,000 SF GFA | $4,226 | $4,226 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $6,303 | $1,249 | 1,000 SF GFA | $5,493 | $1,249 | 1,000 SF GFA | $6,345 | $1,249 | 1,000 SF GFA | $1,249 | $1,249 |
| General Office Building | 1,000 SF GFA | $6,760 | $2,394 | 1,000 SF GFA | $5,853 | $2,394 | 1,000 SF GFA | $6,707 | $2,394 | 1,000 SF GFA | $2,394 | $2,394 |
| Medical/Dental Office | 1,000 SF GFA | $16,593 | $5,919 | 1,000 SF GFA | $14,603 | $5,919 | 1,000 SF GFA | $16,060 | $5,919 | 1,000 SF GFA | $5,920 | $5,919 |
| Single Tenant Office Building | 1,000 SF GFA | $7,798 | $3,012 | 1,000 SF GFA | $6,795 | $3,012 | 1,000 SF GFA | $7,828 | $3,012 | 1,000 SF GFA | $3,560 | $3,012 |
| Office Park | 1,000 SF GFA | $6,802 | $2,227 | 1,000 SF GFA | $5,889 | $2,227 | 1,000 SF GFA | $6,658 | $2,227 | 1,000 SF GFA | $2,228 | $2,227 |
| Others Not Specified | 1,000 SF GFA | $6,760 | $6,760 | N/A | | | N/A | | | N/A | | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $5,415 | $1,446 | 1,000 SF GFA | $4,695 | $1,446 | 1,000 SF GFA | $4,960 | $1,446 | 1,000 SF GLA | $1,447 | $1,446 |
| Automobile Parts Sales | 1,000 SF GFA | $9,102 | $2,165 | 1,000 SF GFA | $7,880 | $2,165 | 1,000 SF GFA | $9,048 | $2,165 | 1,000 SF GFA | $2,165 | $2,165 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $4,211 | $918 | Fueling Position | $2,538 | $918 | Fueling Position | $2,933 | $918 | /ehicle Fueling Position | $1,284 | $918 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,890 | $2,890 | N/A | | | N/A | | | N/A | | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $2,932 | $2,931 | N/A | | | N/A | | | N/A | | |
| New and Used Car Sales | 1,000 SF GFA | $5,980 | $1,884 | 1,000 SF GFA | $4,875 | $1,884 | 1,000 SF GFA | $5,570 | $1,884 | 1,000 SF GFA | $1,884 | $1,884 |
| Quick Lubrication Vehicle Center | Service Position | $8,313 | $1,164 | Service Position | $7,190 | $1,164 | Service Position | $8,248 | $1,164 | Servicing Positions | $2,252 | $1,164 |
| Self-Service Car Wash | Stall | $1,727 | $690 | Stall | $1,431 | $690 | Stall | $1,640 | $690 | Stalls | $691 | $690 |
| Automated Car Wash | N/A | | | 1,000 SF GFA | $3,013 | $297 | N/A | | | N/A | | |
| Tire Store | 1,000 SF GFA | $7,923 | $2,220 | 1,000 SF GFA | $8,369 | $2,220 | 1,000 SF GFA | $7,935 | $2,220 | 1,000 SF GFA | $2,221 | $2,220 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $33,295 | $5,197 | 1,000 SF GFA | $29,824 | $5,197 | 1,000 SF GFA | $32,293 | $5,197 | 1,000 SF GFA | $15,990 | $5,197 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $26,003 | $26,002 | N/A | | | N/A | | | N/A | | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $12,316 | $3,652 | 1,000 SF GFA | $10,713 | $3,652 | 1,000 SF GFA | $11,091 | $3,652 | 1,000 SF GFA | $5,451 | $3,652 |
| Sit-Down Restaurant | 1,000 SF GFA | $8,347 | $2,709 | 1,000 SF GFA | $7,219 | $2,709 | 1,000 SF GFA | $8,289 | $2,709 | 1,000 SF GFA | $4,275 | $2,709 |
| Coffee / Donut Shop | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $12,731 | $3,652 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $7,923 | $3,160 | 1,000 SF GFA | $8,182 | $3,160 | 1,000 SF GFA | $9,262 | $3,160 | 1,000 SF GFA | $3,283 | $3,160 |
| Garden Center (Nursery) | N/A | | | 1,000 SF GFA | $6,147 | $3,806 | 1,000 SF GFA | $12,896 | $3,806 | 1,000 SF GFA | $4,723 | $3,806 |
| Home Improvement Superstore | N/A | | | 1,000 SF GFA | $3,976 | $1,311 | 1,000 SF GFA | $3,214 | $1,311 | 1,000 SF GFA | $1,312 | $1,311 |
| Pharmacy/Drugstore | 1,000 SF GFA | $14,160 | $4,265 | 1,000 SF GFA | $10,174 | $4,265 | 1,000 SF GFA | $13,398 | $4,265 | 1,000 SF GFA | $5,101 | $4,265 |
| Shopping Center | 1,000 SF GFA | $6,594 | $2,439 | 1,000 SF GFA | $5,730 | $2,439 | 1,000 SF GFA | $6,501 | $2,439 | 1,000 SF GLA | $2,439 | $2,439 |
| Supermarket | 1,000 SF GFA | $19,666 | $5,742 | 1,000 SF GFA | $15,466 | $5,742 | 1,000 SF GFA | $16,109 | $5,742 | 1,000 SF GFA | $5,743 | $5,742 |
| Video Arcade | 1,000 SF GFA | $14,202 | $14,201 | N/A | | | N/A | | | N/A | | |
| Video Rental Store | 1,000 SF GFA | $18,155 | $18,154 | N/A | | | N/A | | | N/A | | |
| Toy/Children's Superstore | N/A | | | 1,000 SF GFA | $8,067 | $3,137 | 1,000 SF GFA | $9,262 | $3,137 | 1,000 SF GFA | $3,401 | $3,137 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $565 | $564 | N/A | | | N/A | | | N/A | | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $27,996 | $4,255 | 1,000 SF GFA | $24,237 | $4,255 | 1,000 SF GFA | $10,201 | $4,255 | 1,000 SF GFA | $5,632 | $4,255 |
| Bank (Drive-In) | Drive-in Lane | $40,861 | $6,767 | Drive-in Lane | $29,544 | $6,767 | Drive-in Lane | $24,679 | $6,767 | Drive-in Lanes | $13,658 | $6,767 |
| Personal Service | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $1,135 | $1,134 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'K' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $26,043 | $11,215 | Acre | $37,841 | $11,215 | Acre | $38,793 | $11,215 | 1,000 SF GFA | $11,216 | $11,215 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $3,896 | $1,642 | 1,000 SF GFA | $5,661 | $1,642 | 1,000 SF GFA | $5,745 | $1,642 | 1,000 SF GFA | $3,783 | $1,642 |
| General Heavy Industrial | 1,000 SF GFA | $2,706 | $2,705 | 1,000 SF GFA | $3,932 | $481 | 1,000 SF GFA | $4,031 | $481 | | N/A | |
| Industrial Park | 1,000 SF GFA | $3,658 | $2,053 | 1,000 SF GFA | $4,969 | $2,053 | 1,000 SF GFA | $5,035 | $2,053 | 1,000 SF GFA | $2,394 | $2,053 |
| Warehousing | 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 | $1,137 | $1,137 |
| Mini-Warehouse | 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 | $1,017 | $897 |
| Others Not Specified | 1,000 SF GFA | $3,896 | $3,896 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $4,809 | $4,484 | Dwelling Unit | $6,169 | $4,484 | Dwelling Unit | $6,265 | $4,484 | Dwelling Unit | $5,805 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $2,952 | $2,585 | Dwelling Unit | $3,793 | $2,585 | Dwelling Unit | $3,889 | $2,585 | Dwelling Unit | $2,586 | $2,585 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,107 | $2,106 |
| Residential Condominium/Townhouse | Dwelling Unit | $2,571 | $2,570 | Dwelling Unit | $3,182 | $3,182 | Dwelling Unit | $3,262 | $3,262 | Dwelling Unit | $3,280 | $3,279 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,107 | $2,106 |
| Mobile Home Park | Dwelling Unit | $2,666 | $2,666 | Dwelling Unit | $3,609 | $2,693 | | N/A | | Dwelling Unit | $2,693 | $2,693 |
| Retirement Community | Dwelling Unit | $1,285 | $1,285 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $4,809 | $4,808 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $1,349 | $1,349 | Bed | $1,383 | $1,382 | Beds | $1,520 | $1,520 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $1,572 | $1,520 | Dwelling Unit | $1,520 | $1,520 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $1,064 | $1,053 | Dwelling Unit | $1,053 | $1,053 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,555 | $1,228 | Room | $2,191 | $1,228 | Room | $2,281 | $1,228 | Rooms | $2,310 | $1,228 |
| Motel/Other Lodging Facilities | Room | $1,198 | $1,024 | Room | $1,741 | $1,024 | Room | $1,785 | $1,024 | Rooms | $1,460 | $1,024 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $85,031 | $85,031 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $9,030 | $9,030 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $3,190 | $1,994 | Tee | $4,635 | $1,994 | Tee | $4,763 | $1,994 | Driving Positions | $5,877 | $1,994 |
| Golf Course | Acre | $992 | $814 | Acre | $1,107 | $814 | Acre | $1,147 | $814 | Holes | $13,694 | $814 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,467 | $1,615 | 1,000 SF GFA | $6,076 | $1,615 | 1,000 SF GFA | $10,425 | $1,615 | 1,000 SF GFA | $10,869 | $1,615 |
| Ice Rink | 1,000 SF GFA | $6,023 | $1,947 | 1,000 SF GFA | $8,751 | $1,947 | 1,000 SF GFA | $8,983 | $1,947 | 1,000 SF GFA | $6,260 | $1,947 |
| Live Theater | Seat | $48 | $47 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $841 | $713 | Hole | $1,222 | $713 | Hole | $1,253 | $713 | Holes | $1,556 | $713 |
| Multiplex Movie Theater | Seat | $357 | $357 | Screen | $50,559 | $10,524 | Screen | $51,913 | $10,524 | Screens | $87,106 | $10,524 |
| Tennis Courts | Court | $9,895 | $1,575 | Court | $12,418 | $1,575 | Court | $12,754 | $1,575 | Courts | $17,967 | $1,575 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,103 | $872 | 1,000 SF GFA | $1,603 | $872 | 1,000 SF GFA | $1,371 | $872 | 1,000 SF GFA | $2,442 | $872 |
| Day Care Center | 1,000 SF GFA | $21,996 | $4,987 | 1,000 SF GFA | $31,915 | $4,987 | 1,000 SF GFA | $17,151 | $4,987 | 1,000 SF GFA | $13,047 | $4,987 |
| Primary/Middle School (1-8) | Student | $270 | $173 | Student | $369 | $173 | Student | $402 | $173 | Student | $359 | $173 |
| High School (9-12) | Student | $254 | $171 | Student | $334 | $171 | Student | $319 | $171 | Students | $299 | $171 |
| Jr/Community College | Student | $286 | $166 | Student | $288 | $166 | Student | $296 | $166 | Students | $682 | $166 |
| University/College | Student | $349 | $267 | Student | $507 | $267 | Student | $426 | $267 | Students | $934 | $267 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $15,513 | $5,553 | 1,000 SF GFA | $22,541 | $5,553 | 1,000 SF GFA | $23,144 | $5,553 | 1,000 SF GFA | $19,355 | $5,553 |
| Hospital | Bed | $3,658 | $2,177 | Bed | $5,661 | $2,177 | Bed | $6,347 | $2,177 | Beds | $11,156 | $2,177 |
| Nursing Home | Bed | $508 | $507 | Bed | $957 | $518 | Bed | $981 | $518 | Beds | $1,293 | $518 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $14,740 | $5,553 | 1,000 SF GFA | $14,579 | $5,553 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $5,848 | $3,253 | 1,000 SF GFA | $8,555 | $3,253 | 1,000 SF GFA | $8,830 | $3,253 | 1,000 SF GFA | $3,806 | $3,253 |
| General Office Building | 1,000 SF GFA | $6,269 | $3,469 | 1,000 SF GFA | $9,109 | $3,469 | 1,000 SF GFA | $9,338 | $3,469 | 1,000 SF GFA | $7,302 | $3,469 |
| Medical/Dental Office | 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 | $20,421 | $5,949 |
| Single Tenant Office Building | 1,000 SF GFA | $7,237 | $4,019 | 1,000 SF GFA | $10,573 | $4,019 | 1,000 SF GFA | $10,898 | $4,019 | 1,000 SF GFA | $10,845 | $4,019 |
| Office Park | 1,000 SF GFA | $6,308 | $3,486 | 1,000 SF GFA | $9,166 | $3,486 | 1,000 SF GFA | $9,267 | $3,486 | 1,000 SF GFA | $6,787 | $3,486 |
| Others Not Specified | 1,000 SF GFA | $6,269 | $6,268 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $5,174 | $3,274 | 1,000 SF GFA | $7,529 | $3,274 | 1,000 SF GFA | $7,116 | $3,274 | 1,000 SF GLA | $4,991 | $3,274 |
| Automobile Parts Sales | 1,000 SF GFA | $8,697 | $4,504 | 1,000 SF GFA | $12,637 | $4,504 | 1,000 SF GFA | $12,978 | $4,504 | 1,000 SF GFA | $7,469 | $4,504 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $4,023 | $748 | Fueling Position | $4,070 | $748 | Fueling Position | $4,208 | $748 | /ehicle Fueling Position | $4,429 | $748 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,761 | $2,761 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $2,801 | $2,801 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $5,713 | $2,986 | 1,000 SF GFA | $7,817 | $2,986 | 1,000 SF GFA | $7,990 | $2,986 | 1,000 SF GFA | $6,500 | $2,986 |
| Quick Lubrication Vehicle Center | Service Position | $7,943 | $1,830 | Service Position | $11,530 | $1,830 | Service Position | $11,832 | $1,830 | Servicing Positions | $7,769 | $1,830 |
| Self-Service Car Wash | Stall | $1,650 | $405 | Stall | $2,294 | $405 | Stall | $2,352 | $405 | Stalls | $2,382 | $405 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $4,831 | $271 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $7,570 | $4,531 | 1,000 SF GFA | $13,421 | $4,531 | 1,000 SF GFA | $11,383 | $4,531 | 1,000 SF GFA | $7,661 | $4,531 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $31,811 | $7,923 | 1,000 SF GFA | $47,826 | $7,923 | 1,000 SF GFA | $46,323 | $7,923 | 1,000 SF GFA | $55,158 | $7,923 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $24,844 | $24,844 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $11,768 | $2,972 | 1,000 SF GFA | $17,180 | $2,972 | 1,000 SF GFA | $15,910 | $2,972 | 1,000 SF GFA | $18,805 | $2,972 |
| Sit-Down Restaurant | 1,000 SF GFA | $7,975 | $3,931 | 1,000 SF GFA | $11,576 | $3,931 | 1,000 SF GFA | $11,891 | $3,931 | 1,000 SF GFA | $14,747 | $3,931 |
| Coffee / Donut Shop | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $43,918 | $2,972 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $7,570 | $4,622 | 1,000 SF GFA | $13,121 | $4,622 | 1,000 SF GFA | $13,286 | $4,622 | 1,000 SF GFA | $11,324 | $4,622 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $9,858 | $6,106 | 1,000 SF GFA | $18,498 | $6,106 | 1,000 SF GFA | $16,291 | $6,106 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $6,376 | $3,949 | 1,000 SF GFA | $4,610 | $3,949 | 1,000 SF GFA | $4,525 | $3,949 |
| Pharmacy/Drugstore | 1,000 SF GFA | $13,529 | $4,190 | 1,000 SF GFA | $16,315 | $4,190 | 1,000 SF GFA | $19,219 | $4,190 | 1,000 SF GFA | $17,596 | $4,190 |
| Shopping Center | 1,000 SF GFA | $6,300 | $4,236 | 1,000 SF GFA | $9,189 | $4,236 | 1,000 SF GFA | $9,326 | $4,236 | 1,000 SF GLA | $8,415 | $4,236 |
| Supermarket | 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 | $19,810 | $6,903 |
| Video Arcade | 1,000 SF GFA | $13,569 | $13,568 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $17,346 | $17,345 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $12,937 | $4,006 | 1,000 SF GFA | $13,286 | $4,006 | 1,000 SF GFA | $11,731 | $4,006 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $540 | $539 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $26,749 | $6,467 | 1,000 SF GFA | $38,868 | $6,467 | 1,000 SF GFA | $14,633 | $6,467 | 1,000 SF GFA | $19,427 | $6,467 |
| Bank (Drive-In) | Drive-in Lane | $39,040 | $10,376 | Drive-in Lane | $47,377 | $10,376 | Drive-in Lane | $35,401 | $10,376 | Drive-in Lanes | $47,114 | $10,376 |
| Personal Service | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $3,914 | $3,914 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'L' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $19,513 | $12,043 | Acre | $29,373 | $12,043 | Acre | $30,268 | $12,043 | 1,000 SF GFA | $13,388 | $12,043 |
| **INDUSTRIAL** | | | | | | | | | | | | |
| General Light Industrial | 1,000 SF GFA | $2,919 | $1,597 | 1,000 SF GFA | $4,394 | $1,597 | 1,000 SF GFA | $4,488 | $1,597 | 1,000 SF GFA | $4,517 | $1,597 |
| General Heavy Industrial | 1,000 SF GFA | $2,025 | $2,025 | 1,000 SF GFA | $3,049 | $671 | 1,000 SF GFA | $3,142 | $671 | | N/A | |
| Industrial Park | 1,000 SF GFA | $2,740 | $1,465 | 1,000 SF GFA | $3,856 | $1,465 | 1,000 SF GFA | $3,934 | $1,465 | 1,000 SF GFA | $2,862 | $1,465 |
| Warehousing | 1,000 SF GFA | $1,821 | $1,369 | 1,000 SF GFA | $2,652 | $1,369 | 1,000 SF GFA | $1,478 | $1,369 | 1,000 SF GFA | $1,369 | $1,369 |
| Mini-Warehouse | 1,000 SF GFA | $868 | $607 | 1,000 SF GFA | $1,166 | $607 | 1,000 SF GFA | $1,201 | $607 | 1,000 SF GFA | $1,226 | $607 |
| Others Not Specified | 1,000 SF GFA | $2,919 | $2,918 | | N/A | | | N/A | | | N/A | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $3,013 | $3,012 | Dwelling Unit | $4,535 | $4,484 | Dwelling Unit | $4,620 | $4,484 | Dwelling Unit | $7,093 | $4,484 |
| Apartment/Multi-family | Dwelling Unit | $1,847 | $1,846 | Dwelling Unit | $2,780 | $2,779 | Dwelling Unit | $2,864 | $2,864 | Dwelling Unit | $3,148 | $3,147 |
| Multifamily Housing (High-Rise) | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,575 | $2,575 |
| Residential Condominium/Townhouse | Dwelling Unit | $1,608 | $1,608 | Dwelling Unit | $2,331 | $2,331 | Dwelling Unit | $2,402 | $2,402 | Dwelling Unit | $4,006 | $2,832 |
| Mid-Rise Residential with 1st Floor Commercial | | N/A | | | N/A | | | N/A | | Dwelling Unit | $2,575 | $2,575 |
| Mobile Home Park | Dwelling Unit | $1,668 | $1,667 | Dwelling Unit | $2,652 | $2,651 | | N/A | | Dwelling Unit | $3,291 | $3,290 |
| Retirement Community | Dwelling Unit | $808 | $808 | | N/A | | | N/A | | | N/A | |
| Others Not Specified | Dwelling Unit | $3,013 | $3,012 | | N/A | | | N/A | | | N/A | |
| Assisted Living | | N/A | | Bed | $986 | $986 | Bed | $1,016 | $1,016 | Beds | $1,860 | $1,198 |
| Senior Adult Housing | | N/A | | | N/A | | Dwelling Unit | $1,162 | $1,161 | Dwelling Unit | $1,860 | $1,369 |
| Congregate Care Facility | | N/A | | | N/A | | Dwelling Unit | $792 | $792 | Dwelling Unit | $1,288 | $933 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $1,668 | $1,167 | Room | $2,434 | $1,167 | Room | $2,548 | $1,167 | Rooms | $3,945 | $1,167 |
| Motel/Other Lodging Facilities | Room | $1,285 | $972 | Room | $1,934 | $972 | Room | $1,993 | $972 | Rooms | $2,494 | $972 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $91,193 | $91,193 | | N/A | | | N/A | | | N/A | |
| Bowling Alley | 1,000 SF GFA | $9,684 | $9,684 | | N/A | | | N/A | | | N/A | |
| Driving Range | Tee | $3,421 | $1,860 | Tee | $5,150 | $1,860 | Tee | $5,320 | $1,860 | Driving Positions | $8,953 | $1,860 |
| Golf Course | Acre | $1,064 | $743 | Acre | $1,230 | $743 | Acre | $1,280 | $743 | Holes | $20,828 | $743 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $4,791 | $1,591 | 1,000 SF GFA | $6,751 | $1,591 | 1,000 SF GFA | $11,642 | $1,591 | 1,000 SF GFA | $16,536 | $1,591 |
| Ice Rink | 1,000 SF GFA | $6,459 | $1,956 | 1,000 SF GFA | $9,723 | $1,956 | 1,000 SF GFA | $10,032 | $1,956 | 1,000 SF GFA | $9,525 | $1,956 |
| Live Theater | Seat | $51 | $51 | | N/A | | | N/A | | | N/A | |
| Miniature Golf | Hole | $902 | $678 | Hole | $1,358 | $678 | Hole | $1,399 | $678 | Holes | $2,371 | $678 |
| Multiplex Movie Theater | Seat | $383 | $382 | Screen | $56,172 | $9,920 | Screen | $57,974 | $9,920 | Screens | $98,235 | $9,920 |
| Tennis Courts | Court | $10,612 | $1,014 | Court | $13,796 | $1,014 | Court | $14,243 | $1,014 | Courts | $27,328 | $1,014 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $1,183 | $841 | 1,000 SF GFA | $1,781 | $841 | 1,000 SF GFA | $1,531 | $841 | 1,000 SF GFA | $3,516 | $841 |
| Day Care Center | 1,000 SF GFA | $23,590 | $4,976 | 1,000 SF GFA | $35,458 | $4,976 | 1,000 SF GFA | $19,153 | $4,976 | 1,000 SF GFA | $22,280 | $4,976 |
| Primary/Middle School (1-8) | Student | $289 | $172 | Student | $410 | $172 | Student | $449 | $172 | Student | $613 | $172 |
| High School (9-12) | Student | $272 | $167 | Student | $371 | $167 | Student | $356 | $167 | Students | $511 | $167 |
| Jr/Community College | Student | $306 | $158 | Student | $320 | $158 | Student | $330 | $158 | Students | $797 | $158 |
| University/College | Student | $374 | $260 | Student | $564 | $260 | Student | $475 | $260 | Students | $1,083 | $260 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $15,429 | $5,043 | 1,000 SF GFA | $23,225 | $5,043 | 1,000 SF GFA | $23,932 | $5,043 | 1,000 SF GFA | $23,465 | $5,043 |
| Hospital | Bed | $3,634 | $1,932 | Bed | $5,829 | $1,932 | Bed | $6,560 | $1,932 | Beds | $13,531 | $1,932 |
| Nursing Home | Bed | $511 | $469 | Bed | $986 | $469 | Bed | $1,016 | $469 | Beds | $1,574 | $469 |
| Animal Hospital/Veterinary Clinic | | N/A | | | N/A | | 1,000 SF GFA | $15,246 | $5,043 | 1,000 SF GFA | $17,681 | $5,043 |
| **OFFICE** | | | | | | | | | | | | |
| Corporate Headquarters Building | 1,000 SF GFA | $4,144 | $2,220 | 1,000 SF GFA | $6,277 | $2,220 | 1,000 SF GFA | $6,521 | $2,220 | 1,000 SF GFA | $4,292 | $2,220 |
| General Office Building | 1,000 SF GFA | $4,442 | $2,370 | 1,000 SF GFA | $6,687 | $2,370 | 1,000 SF GFA | $6,890 | $2,370 | 1,000 SF GFA | $8,237 | $2,370 |
| Medical/Dental Office | 1,000 SF GFA | $10,901 | $5,117 | 1,000 SF GFA | $16,679 | $5,117 | 1,000 SF GFA | $16,500 | $5,117 | 1,000 SF GFA | $24,753 | $5,117 |
| Single Tenant Office Building | 1,000 SF GFA | $5,123 | $2,745 | 1,000 SF GFA | $7,763 | $2,745 | 1,000 SF GFA | $8,039 | $2,745 | 1,000 SF GFA | $12,244 | $2,745 |
| Office Park | 1,000 SF GFA | $4,468 | $2,380 | 1,000 SF GFA | $6,725 | $2,380 | 1,000 SF GFA | $6,838 | $2,380 | 1,000 SF GFA | $7,665 | $2,380 |
| Others Not Specified | 1,000 SF GFA | $4,442 | $4,442 | | N/A | | | N/A | | | N/A | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $5,549 | $3,049 | 1,000 SF GFA | $8,365 | $3,049 | 1,000 SF GFA | $7,946 | $3,049 | 1,000 SF GLA | $8,523 | $3,049 |
| Automobile Parts Sales | 1,000 SF GFA | $9,327 | $3,719 | 1,000 SF GFA | $14,040 | $3,719 | 1,000 SF GFA | $14,494 | $3,719 | 1,000 SF GFA | $12,755 | $3,719 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $4,315 | $719 | Fueling Position | $4,522 | $719 | Fueling Position | $4,699 | $719 | /ehicle Fueling Position | $7,563 | $719 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $2,961 | $2,961 | | N/A | | | N/A | | | N/A | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $3,004 | $3,004 | | N/A | | | N/A | | | N/A | |
| New and Used Car Sales | 1,000 SF GFA | $6,127 | $2,852 | 1,000 SF GFA | $8,685 | $2,852 | 1,000 SF GFA | $8,923 | $2,852 | 1,000 SF GFA | $11,099 | $2,852 |
| Quick Lubrication Vehicle Center | Service Position | $8,519 | $1,819 | Service Position | $12,810 | $1,819 | Service Position | $13,213 | $1,819 | Servicing Positions | $13,266 | $1,819 |
| Self-Service Car Wash | Stall | $1,770 | $394 | Stall | $2,549 | $394 | Stall | $2,627 | $394 | Stalls | $4,068 | $394 |
| Automated Car Wash | | N/A | | 1,000 SF GFA | $5,367 | $315 | | N/A | | | N/A | |
| Tire Store | 1,000 SF GFA | $8,119 | $3,798 | 1,000 SF GFA | $14,911 | $3,798 | 1,000 SF GFA | $12,712 | $3,798 | 1,000 SF GFA | $13,082 | $3,798 |
| **Dining** | | | | | | | | | | | | |
| Fast Food Restaurant | 1,000 SF GFA | $34,117 | $7,799 | 1,000 SF GFA | $53,136 | $7,799 | 1,000 SF GFA | $51,731 | $7,799 | 1,000 SF GFA | $94,188 | $7,799 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $26,645 | $26,644 | | N/A | | | N/A | | | N/A | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $12,620 | $2,867 | 1,000 SF GFA | $19,087 | $2,867 | 1,000 SF GFA | $17,767 | $2,867 | 1,000 SF GFA | $32,111 | $2,867 |
| Sit-Down Restaurant | 1,000 SF GFA | $8,553 | $3,807 | 1,000 SF GFA | $12,861 | $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 | | 1,000 SF GFA | $74,994 | $2,867 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $8,119 | $2,456 | 1,000 SF GFA | $14,578 | $2,456 | 1,000 SF GFA | $14,837 | $2,456 | 1,000 SF GFA | $19,336 | $2,456 |
| Garden Center (Nursery) | | N/A | | 1,000 SF GFA | $10,953 | $3,052 | 1,000 SF GFA | $20,658 | $3,052 | 1,000 SF GFA | $27,819 | $3,052 |
| Home Improvement Superstore | | N/A | | 1,000 SF GFA | $7,084 | $3,948 | 1,000 SF GFA | $5,148 | $3,948 | 1,000 SF GFA | $7,726 | $3,948 |
| Pharmacy/Drugstore | 1,000 SF GFA | $14,510 | $3,580 | 1,000 SF GFA | $18,126 | $3,580 | 1,000 SF GFA | $21,463 | $3,580 | 1,000 SF GFA | $30,047 | $3,580 |
| Shopping Center | 1,000 SF GFA | $6,757 | $3,872 | 1,000 SF GFA | $10,210 | $3,872 | 1,000 SF GFA | $10,415 | $3,872 | 1,000 SF GLA | $14,369 | $3,872 |
| Supermarket | 1,000 SF GFA | $20,152 | $5,279 | 1,000 SF GFA | $27,554 | $5,279 | 1,000 SF GFA | $25,806 | $5,279 | 1,000 SF GFA | $33,828 | $5,279 |
| Video Arcade | 1,000 SF GFA | $14,552 | $14,552 | | N/A | | | N/A | | | N/A | |
| Video Rental Store | 1,000 SF GFA | $18,603 | $18,602 | | N/A | | | N/A | | | N/A | |
| Toy/Children's Superstore | | N/A | | 1,000 SF GFA | $14,373 | $2,891 | 1,000 SF GFA | $14,837 | $2,891 | 1,000 SF GFA | $20,031 | $2,891 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $579 | $578 | | N/A | | | N/A | | | N/A | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $28,687 | $6,360 | 1,000 SF GFA | $43,183 | $6,360 | 1,000 SF GFA | $16,342 | $6,360 | 1,000 SF GFA | $33,174 | $6,360 |
| Bank (Drive-In) | Drive-in Lane | $41,869 | $10,232 | Drive-in Lane | $52,636 | $10,232 | Drive-in Lane | $39,534 | $10,232 | Drive-in Lanes | $80,452 | $10,232 |
| Personal Service | | N/A | | | N/A | | | N/A | | 1,000 SF GFA | $6,684 | $3,580 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# Service Area 'M' Combined

| Schedule 1 Table B, Actual Roadway Impact Fee Charged Per Development Unit | 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* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 | Development Unit | Maximum Assessable Fee Per Development Unit | Actual Fee Charged Per Development Unit |
| **PORT AND TERMINAL** | | | | | | | | | | | | |
| Truck Terminal | Acre | $0 | $0 | Acre | $0 | $0 | Acre | $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 | $0 | $0 | 1,000 SF GFA | $2,286 | $0 |
| General Heavy Industrial | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | N/A | | |
| Industrial Park | 1,000 SF GFA | $0 | $0 | 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 | $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 | $0 | $0 | 1,000 SF GFA | $626 | $0 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **RESIDENTIAL** | | | | | | | | | | | | |
| Single Family Detached Housing | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $3,585 | $0 |
| Apartment/Multi-family | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $1,588 | $0 |
| Multifamily Housing (High-Rise) | N/A | | | N/A | | | N/A | | | Dwelling Unit | $1,299 | $0 |
| Residential Condominium/Townhouse | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | Dwelling Unit | $2,021 | $0 |
| Mid-Rise Residential with 1st Floor Commercial | N/A | | | N/A | | | N/A | | | Dwelling Unit | $1,299 | $0 |
| Mobile Home Park | Dwelling Unit | $0 | $0 | Dwelling Unit | $0 | $0 | N/A | | | Dwelling Unit | $1,660 | $0 |
| Retirement Community | Dwelling Unit | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Others Not Specified | Dwelling Unit | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Assisted Living | N/A | | | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $938 | $0 |
| Senior Adult Housing | N/A | | | N/A | | | Dwelling Unit | $0 | $0 | Dwelling Unit | $938 | $0 |
| Congregate Care Facility | N/A | | | N/A | | | Dwelling Unit | $0 | $0 | Dwelling Unit | $650 | $0 |
| **LODGING** | | | | | | | | | | | | |
| Hotel | Room | $0 | $0 | Room | $0 | $0 | Room | $0 | $0 | Rooms | $2,165 | $0 |
| Motel/Other Lodging Facilities | Room | $0 | $0 | Room | $0 | $0 | Room | $0 | $0 | Rooms | $1,371 | $0 |
| **RECREATIONAL** | | | | | | | | | | | | |
| Arena | Acre | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Bowling Alley | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Driving Range | Tee | $0 | $0 | Tee | $0 | $0 | Tee | $0 | $0 | Driving Positions | $4,523 | $0 |
| Golf Course | Acre | $0 | $0 | Acre | $0 | $0 | Acre | $0 | $0 | Holes | $10,514 | $0 |
| Health/Recreational Clubs and Facilities | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $8,349 | $0 |
| Ice Rink | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $4,812 | $0 |
| Live Theater | Seat | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Miniature Golf | Hole | $0 | $0 | Hole | $0 | $0 | Hole | $0 | $0 | Holes | $1,203 | $0 |
| Multiplex Movie Theater | Seat | $0 | $0 | Screen | $0 | $0 | Screen | $0 | $0 | Screens | $49,564 | $0 |
| Tennis Courts | Court | $0 | $0 | Court | $0 | $0 | Court | $0 | $0 | Courts | $13,786 | $0 |
| **INSTITUTIONAL** | | | | | | | | | | | | |
| Church | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $1,780 | $0 |
| Day Care Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $22,496 | $0 |
| Primary/Middle School (1-8) | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Student | $626 | $0 |
| High School (9-12) | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $505 | $0 |
| Jr/Community College | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $409 | $0 |
| University/College | Student | $0 | $0 | Student | $0 | $0 | Student | $0 | $0 | Students | $553 | $0 |
| **MEDICAL** | | | | | | | | | | | | |
| Clinic | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | Beds | $6,833 | $0 |
| Nursing Home | Bed | $0 | $0 | Bed | $0 | $0 | Bed | $0 | $0 | Beds | $794 | $0 |
| Animal Hospital/Veterinary Clinic | N/A | | | N/A | | | 1,000 SF GFA | $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 | $0 | $0 | 1,000 SF GFA | $2,165 | $0 |
| General Office Building | 1,000 SF GFA | $0 | $0 | 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 | $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 | $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 | $0 | $0 | 1,000 SF GFA | $3,874 | $0 |
| Others Not Specified | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **COMMERCIAL** | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | |
| Automobile Care Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GLA | $6,761 | $0 |
| Automobile Parts Sales | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $10,105 | $0 |
| Gasoline/Service Station w/ Convenience Market | Fueling Position | $0 | $0 | Fueling Position | $0 | $0 | Fueling Position | $0 | $0 | /ehicle Fueling Position | $8,902 | $0 |
| Convenience Market with 12 or More Fueling Positions | Fueling Position | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Convenience Market with Less than 12 Fueling Positions | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| New and Used Car Sales | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | Servicing Positions | $10,514 | $0 |
| Self-Service Car Wash | Stall | $0 | $0 | Stall | $0 | $0 | Stall | $0 | $0 | Stalls | $4,788 | $0 |
| Automated Car Wash | N/A | | | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | |
| Tire Store | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | 1,000 SF GFA | $58,971 | $0 |
| Fast Food Restaurant without Drive-Thru | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| High Turnover (Sit-down) Restaurant | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | 1,000 SF GFA | $15,783 | $0 |
| Coffee / Donut Shop | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $46,965 | $0 |
| **Other Retail** | | | | | | | | | | | | |
| Free-Standing Retail Store | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $12,198 | $0 |
| Garden Center (Nursery) | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $17,540 | $0 |
| Home Improvement Superstore | N/A | | | 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 | $0 | $0 | 1,000 SF GFA | $18,959 | $0 |
| Shopping Center | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GLA | $9,071 | $0 |
| Supermarket | 1,000 SF GFA | $0 | $0 | 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 | N/A | | | N/A | | | N/A | | |
| Video Rental Store | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| Toy/Children's Superstore | N/A | | | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $0 | $0 | 1,000 SF GFA | $12,632 | $0 |
| **Wholesale** | | | | | | | | | | | | |
| Wholesale Market | 1,000 SF GFA | $0 | $0 | N/A | | | N/A | | | N/A | | |
| **SERVICES** | | | | | | | | | | | | |
| Bank (Walk-In) | 1,000 SF GFA | $0 | $0 | 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 | $0 | $0 | Drive-in Lanes | $63,711 | $0 |
| Personal Service | N/A | | | N/A | | | N/A | | | 1,000 SF GFA | $3,681 | $0 |

*(if date of recordation of final plat is within the listed date range for which no replatting is necessary)

# SCHEDULE 1

Maximum assessable utility fee based on date of final plat recordation.

## TABLE A.

Maximum assessable utility impact fee if date of final plat recordation is prior to September 1, 2003 for which no replatting is necessary.

| Meter Size (*inches*) | WATER | | WASTEWATER | |
|---|---|---|---|---|
| | Maximum Fee (pre-credit) | Maximum Fee (post-credit) | Maximum Fee (pre-credit) | Maximum Fee (post-credit) |
| 3/4 | $ 640.00 | $ 320.00 | $ 725.00 | $ 362.50 |
| 1 | $ 1,120.00 | $ 560.00 | $ 1,268.75 | $ 634.38 |
| 1 1/2 | $ 2,560.00 | $ 1,280.00 | $ 2,900.00 | $ 1,450.00 |
| 2 | $ 4,480.00 | $ 2,240.00 | $ 5,075.00 | $ 2,537.50 |
| 3 | $ 10,240.00 | $ 5,120.00 | $ 11,600.00 | $ 5,800.00 |
| 4 | $ 17,920.00 | $ 8,960.00 | $ 20,300.00 | $ 10,150.00 |
| 6 | $ 40,960.00 | $ 20,480.00 | $ 46,400.00 | $ 23,200.00 |
| 8 | $ 64,000.00 | $ 32,000.00 | $ 72,500.00 | $ 36,250.00 |
| 10 | $ 96,000.00 | $ 48,000.00 | $ 108,750.00 | $ 54,375.00 |

*Maximum Assessable Fee (post-credit) is 50% of the Maximum Fee (pre-credit).*

## TABLE B.

Maximum assessable utility impact fee if date of final plat recordation is between September 1, 2003 and November 9, 2008 for which no replatting is necessary.

| Meter Size (*inches*) | WATER | | WASTEWATER | |
|---|---|---|---|---|
| | Maximum Fee (pre-credit) | Maximum Fee (post-credit) | Maximum Fee (pre-credit) | Maximum Fee (post-credit) |
| 3/4 | $ 2,832.97 | $ 1,416.49 | $ 1,412.18 | $ 706.09 |
| 1 | $ 4,816.04 | $ 2,408.02 | $ 2,400.70 | $ 1,200.35 |
| 1 1/2 | $ 9,348.76 | $ 4,674.38 | $ 4,660.16 | $ 2,330.08 |
| 2 | $ 15,014.68 | $ 7,507.34 | $ 7,484.40 | $ 3,742.20 |
| 3 | $ 30,312.68 | $ 15,156.34 | $ 15,110.24 | $ 7,555.12 |
| 4 | $ 47,310.44 | $ 23,655.22 | $ 23,512.65 | $ 11,756.33 |
| 6 | $ 94,337.56 | $ 47,168.78 | $ 47,025.30 | $ 23,512.65 |
| 8 | $ 151,087.76 | $ 75,543.88 | $ 75,268.72 | $ 37,634.36 |
| 10 | $ 434,292.76 | $ 217,146.38 | $ 216,485.84 | $ 108,242.92 |

*Maximum Assessable Fee (post-credit) is 50% of the Maximum Fee (pre-credit).*

## TABLE C.

Maximum assessable utility impact fee if date of final plat recordation is between November 10, 2008 and November 19, 2013 for which no replatting is necessary.

| Meter Size (*inches*) | Meter Type | WATER | | WASTEWATER | |
|---|---|---|---|---|---|
| | | Maximum Fee (pre-credit) | Maximum Fee (post-credit) | Maximum Fee (pre-credit) | Maximum Fee (post-credit) |
| 3/4 | Simple | $ 3,255.36 | $ 1,627.68 | $ 411.04 | $ 205.52 |
| 1 | Simple | $ 5,534.12 | $ 2,767.06 | $ 698.76 | $ 349.38 |
| 1 1/2 | Simple | $ 10,742.68 | $ 5,371.34 | $ 1,356.44 | $ 678.22 |
| 2 | Simple | $ 17,253.40 | $ 8,626.70 | $ 2,178.52 | $ 1,089.26 |
| 2 | Compound | $ 17,253.40 | $ 8,626.70 | $ 2,178.52 | $ 1,089.26 |
| 2 | Turbine | $ 21,810.92 | $ 10,905.46 | $ 2,753.96 | $ 1,376.98 |
| 3 | Compound | $ 34,832.36 | $ 17,416.18 | $ 4,398.12 | $ 2,199.06 |
| 3 | Turbine | $ 52,085.76 | $ 26,042.88 | $ 6,576.64 | $ 3,288.32 |
| 4 | Compound | $ 54,364.52 | $ 27,182.26 | $ 6,864.36 | $ 3,432.18 |
| 4 | Turbine | $ 91,150.08 | $ 45,575.04 | $ 11,509.12 | $ 5,754.56 |
| 6 | Compound | $ 108,403.48 | $ 54,201.74 | $ 13,687.64 | $ 6,843.82 |
| 6 | Turbine | $ 199,553.56 | $ 99,776.78 | $ 25,196.76 | $ 12,598.38 |
| 8 | Compound | $ 173,510.68 | $ 86,755.34 | $ 21,908.44 | $ 10,954.22 |
| 8 | Turbine | $ 347,346.92 | $ 173,673.46 | $ 43,857.96 | $ 21,928.98 |
| 10 | Compound | $ 499,046.68 | $ 249,523.34 | $ 63,012.44 | $ 31,506.22 |
| 10 | Turbine | $ 542,668.52 | $ 271,334.26 | $ 68,520.36 | $ 34,260.18 |
| 12 | Turbine | $ 716,179.20 | $ 358,089.60 | $ 90,428.80 | $ 45,214.40 |

*Maximum Assessable Fee (post-credit) is 50% of the Maximum Fee (pre-credit).*

## TABLE D.

Maximum assessable utility impact fee if date of final plat recordation is between November 20, 2013 and November 30, 2020 for which no replatting is necessary.

| Meter Size (*inches*) | Meter Type | WATER | | WASTEWATER | |
|---|---|---|---|---|---|
| | | Maximum Fee (pre-credit) | Maximum Fee (post-credit) | Maximum Fee (pre-credit) | Maximum Fee (post-credit) |
| 3/4 | Multi-Jet (Simple) | $ 2,589.39 | $ 1,294.70 | $ 324.28 | $ 162.14 |
| 1 | Multi-Jet (Simple) | $ 4,401.96 | $ 2,200.99 | $ 551.28 | $ 275.64 |
| 2 | Ultrasonic | $ 21,491.94 | $ 10,746.01 | $ 2,691.52 | $ 1,345.76 |
| 3 | Ultrasonic | $ 43,242.81 | $ 21,621.49 | $ 5,415.48 | $ 2,707.74 |
| 4 | Ultrasonic | $ 86,226.69 | $ 43,113.51 | $ 10,798.52 | $ 5,399.26 |
| 6 | Ultrasonic | $ 138,014.49 | $ 69,007.51 | $ 17,284.12 | $ 8,642.06 |
| 8 | Ultrasonic | $ 241,590.09 | $ 120,795.51 | $ 30,255.32 | $ 15,127.66 |
| 10-12 | Ultrasonic | $ 474,635.19 | $ 237,318.51 | $ 59,440.52 | $ 29,720.26 |

*Maximum Assessable Fee (post-credit) is 50% of the Maximum Fee (pre-credit).*

## TABLE E.

Maximum assessable utility impact fee if date of final plat recordation is on or after December 1, 2020 for which no replatting is necessary.

| Meter Size (*inches*) | Meter Type | WATER | WASTEWATER |
|---|---|---|---|
| | | Maximum Fee | Maximum Fee |
| 3/4 | Multijet | $ 1,754.00 | $ 2,899.00 |
| 1 | Multijet | $ 2,929.18 | $ 4,841.33 |
| 1 1/2 | Multijet | $ 5,840.82 | $ 9,653.67 |
| 2 | Ultrasonic | $ 14,610.82 | $ 24,148.67 |
| 3 | Ultrasonic | $ 29,239.18 | $ 48,326.33 |
| 4 | Ultrasonic | $ 58,460.82 | $ 96,623.67 |
| 6 | Ultrasonic | $ 93,540.82 | $ 154,603.67 |
| 8 | Ultrasonic | $ 163,700.82 | $ 270,563.67 |
| 12 | Ultrasonic | $ 321,560.82 | $ 531,473.67 |

# SCHEDULE 2

Actual water and wastewater impact fees charged based on date of final plat recordation.

## TABLE A.

Actual water and wastewater impact fees charged if date of final plat recordation is prior to September 1, 2003 for which no replatting is necessary.

| Meter Size (*inches*) | WATER | WASTEWATER |
|---|---|---|
| 3/4 | $ 320 | $ 362 |
| 1 | $ 560 | $ 634 |
| 1 1/2 | $ 1,280 | $ 1,450 |
| 2 | $ 2,240 | $ 2,537 |
| 3 | $ 5,120 | $ 5,800 |
| 4 | $ 8,960 | $ 10,150 |
| 6 | $ 20,480 | $ 23,200 |
| 8 | $ 32,000 | $ 36,250 |
| 10 | $ 48,000 | $ 54,375 |

## TABLE B.

Actual water and wastewater impact fees charged if date of final plat recordation is between September 1, 2003 and November 9, 2008 for which no replatting is necessary.

| Meter Size (*inches*) | WATER | WASTEWATER |
|---|---|---|
| 3/4 | $ 1,416 | $ 706 |
| 1 | $ 2,408 | $ 1,200 |
| 1 1/2 | $ 4,674 | $ 2,330 |
| 2 | $ 7,507 | $ 3,742 |
| 3 | $ 15,156 | $ 7,555 |
| 4 | $ 23,655 | $ 11,756 |
| 6 | $ 47,168 | $ 23,512 |
| 8 | $ 75,543 | $ 37,634 |
| 10 | $ 217,146 | $ 108,242 |

## TABLE C.

Actual water and wastewater impact fees charged if date of final plat recordation is between November 9, 2008 and November 19, 2013 for which no replatting is necessary.

| Meter Size (*inches*) | Meter Type | WATER | WASTEWATER |
|---|---|---|---|
| 3/4 | Simple | $ 1,627 | $ 205 |
| 1 | Simple | $ 2,767 | $ 349 |
| 1 1/2 | Simple | $ 5,371 | $ 678 |
| 2 | Simple | $ 8,626 | $ 1,089 |
| 2 | Compound | $ 8,626 | $ 1,089 |
| 2 | Turbine | $ 10,905 | $ 1,376 |
| 3 | Compound | $ 17,416 | $ 2,199 |
| 3 | Turbine | $ 26,042 | $ 3,288 |
| 4 | Compound | $ 27,182 | $ 3,432 |
| 4 | Turbine | $ 45,575 | $ 5,754 |
| 6 | Compound | $ 54,201 | $ 6,843 |
| 6 | Turbine | $ 99,776 | $ 12,598 |
| 8 | Compound | $ 86,755 | $ 10,954 |
| 8 | Turbine | $ 173,673 | $ 21,928 |
| 10 | Compound | $ 249,523 | $ 31,506 |
| 10 | Turbine | $ 271,334 | $ 34,260 |
| 12 | Turbine | $ 358,089 | $ 45,214 |

## TABLE D.

Actual water and wastewater impact fees charged if date of final plat recordation is between November 20, 2013 and November 30, 2020 for which no replatting is necessary.

| Meter Size (*inches*) | Meter Type | WATER | WASTEWATER |
|---|---|---|---|
| 3/4 | Multi-Jet (Simple) | $ 1,294 | $ 162 |
| 1 | Multi-Jet (Simple) | $ 2,200 | $ 275 |
| 2 | Ultrasonic | $ 10,746 | $ 1,345 |
| 3 | Ultrasonic | $ 21,621 | $ 2,707 |
| 4 | Ultrasonic | $ 43,113 | $ 5,399 |
| 6 | Ultrasonic | $ 69,007 | $ 8,642 |
| 8 | Ultrasonic | $ 120,795 | $ 15,127 |
| 10-12 | Ultrasonic | $ 237,318 | $ 29,720 |

## TABLE E.

Actual water and wastewater impact fees charged if date of final plat recordation is on or after December 1, 2020 for which no replatting is necessary.

| Meter Size (*inches*) | Meter Type | WATER | WASTEWATER |
|---|---|---|---|
| 3/4 | Multijet | $ 1,754 | $ 1,643 |
| 1 | Multijet | $ 2,929 | $ 2,744 |
| 1 1/2 | Multijet | $ 5,840 | $ 5,472 |
| 2 | Ultrasonic | $ 14,610 | $ 13,690 |
| 3 | Ultrasonic | $ 29,239 | $ 27,397 |
| 4 | Ultrasonic | $ 58,460 | $ 54,777 |
| 6 | Ultrasonic | $ 93,540 | $ 87,647 |
| 8 | Ultrasonic | $ 163,700 | $ 153,387 |
| 12 | Ultrasonic | $ 321,560 | $ 301,302 |