



City Council Work Session

SH 5 Downtown Pedestrian Connection Feasibility Study Phase I Update

Presentation Agenda

- Overview
- Public Engagement Summary
- Costs for Each Alternative
 - Capital vs. O&M
- Funding Opportunities
 - Impacts to CIP
- TxDOT Implications
- Timelines
- Next Steps & Discussion



Key Takeaways

- Not all options are equal.
- Public feedback provided layered direction.
- “Best in Class” objective necessary for a legacy project.
- This is not the end. This work will continue to evolve.
- Council direction requested.

Study Objective

- Provide City leadership with pertinent and comprehensive information to select best concept for stitching McKinney Downtown together across SH 5.



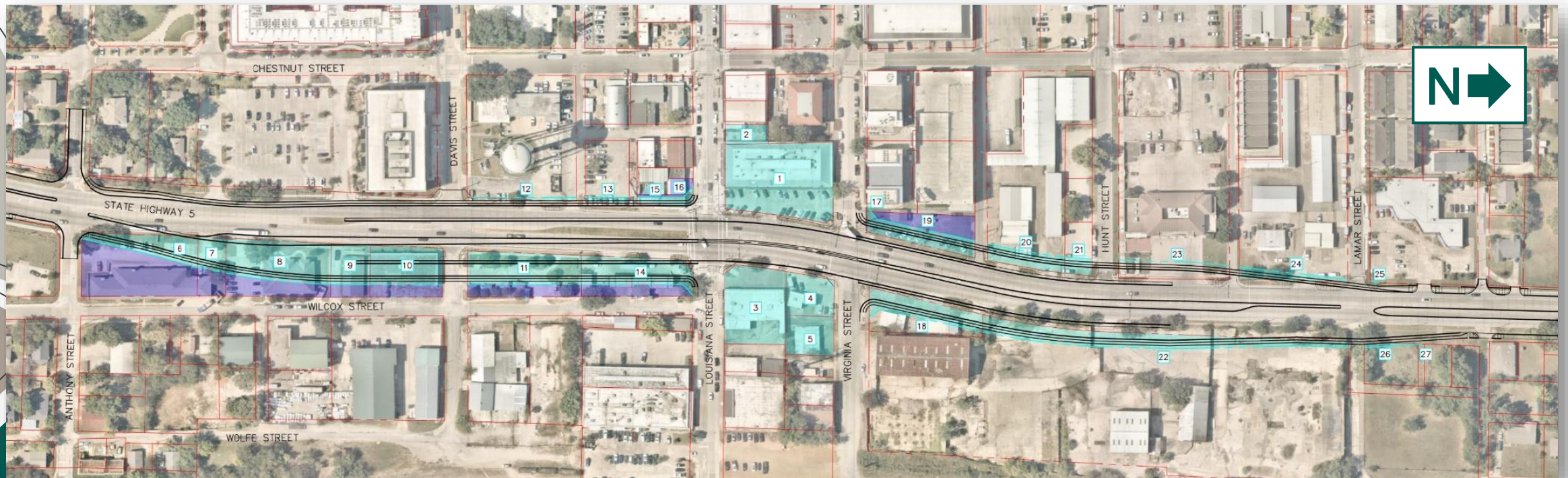
Conceptual Alternative #1 Deck Park

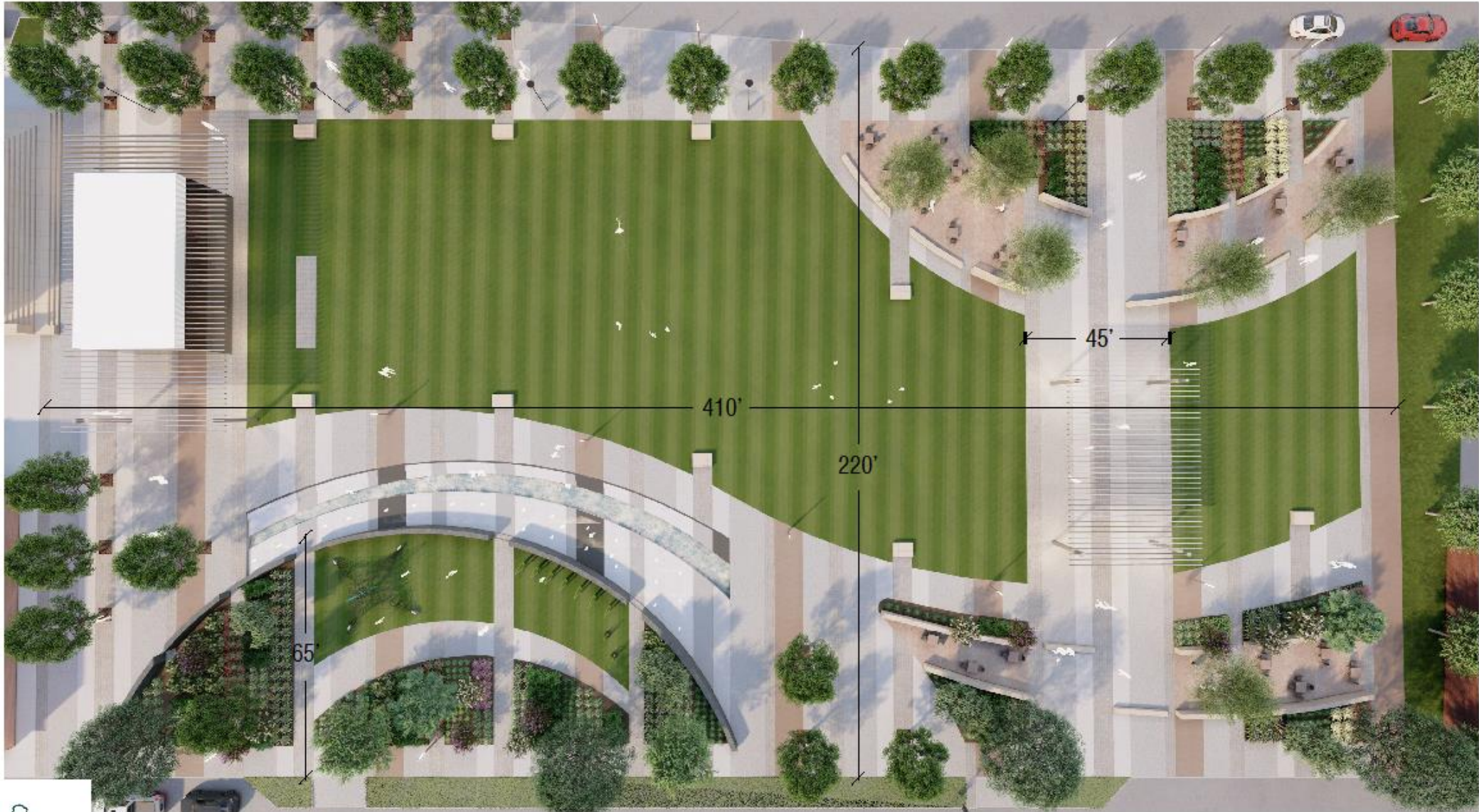


Conceptual Alternative #1 Deck Park

Property Acquisition
27 Properties Impacted

- 5 Total Parcel Takes
- 10 Partial Parcel Takes
 - Remainder Parcel may be Considered Unusable
- 12 Partial Parcel Takes
 - Remainder Parcel Remains Usable





Conceptual Alternative #2

Grade Separate Inverted Deck Park



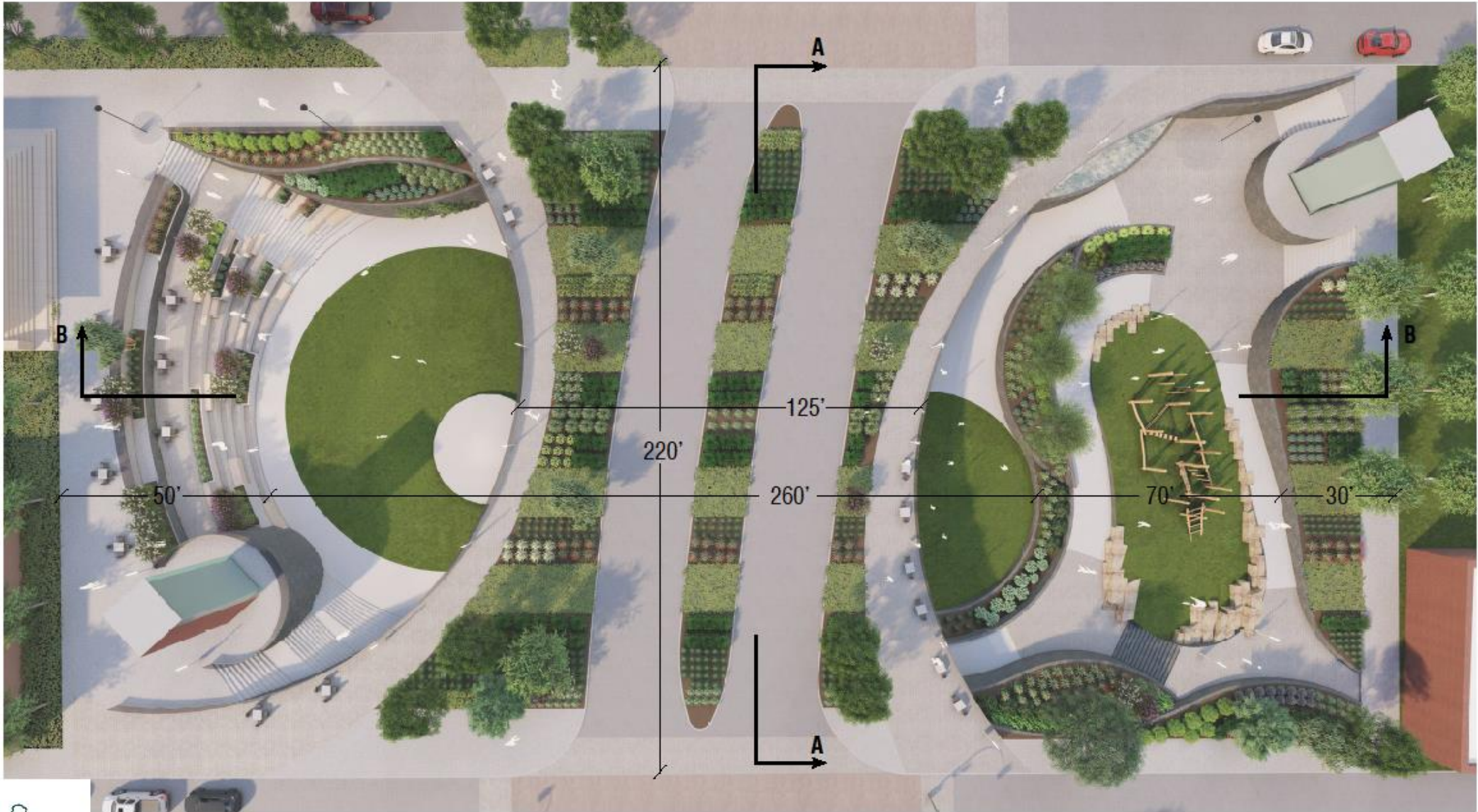
Conceptual Alternative #2

Grade Separate Inverted Deck Park

Property Acquisition

- 5 Properties Impacted
 - 5 Total Parcel Takes
 - 0 Partial Parcel Takes
 - Remainder Parcel may be Considered Unusable
- 0 Partial Parcel Takes
 - Remainder Parcel Remains Usable





Local Comparable: Grandscape





Underpass Area

This:



Not this:





Conceptual Alternative #3 Enhanced Crossing At Grade

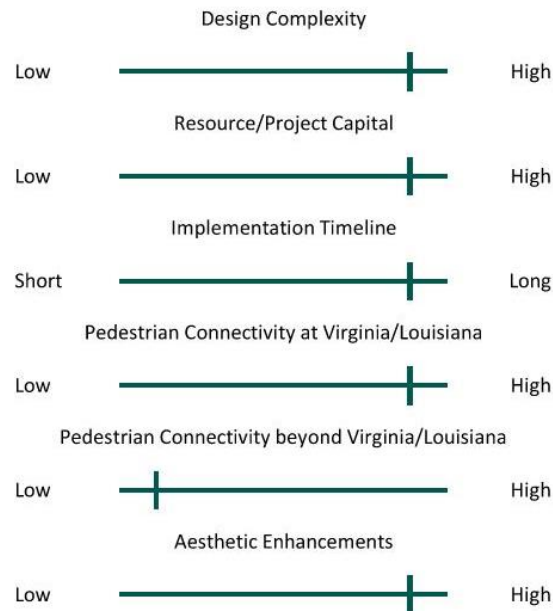


Conceptual Alternative Comparison

Conceptual Alternative #1



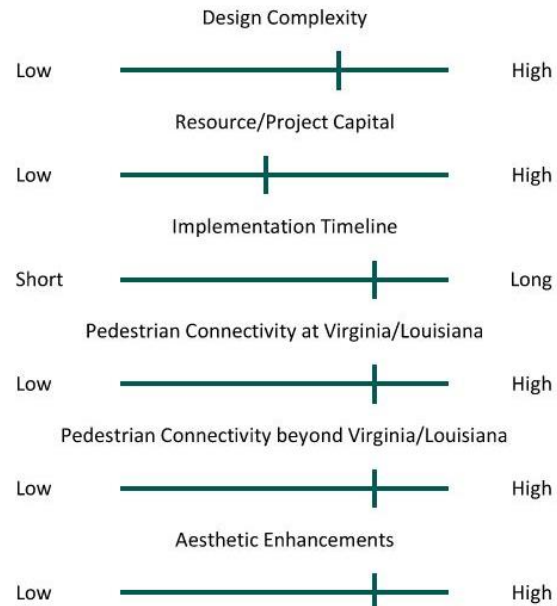
Deck Park



Conceptual Alternative #2



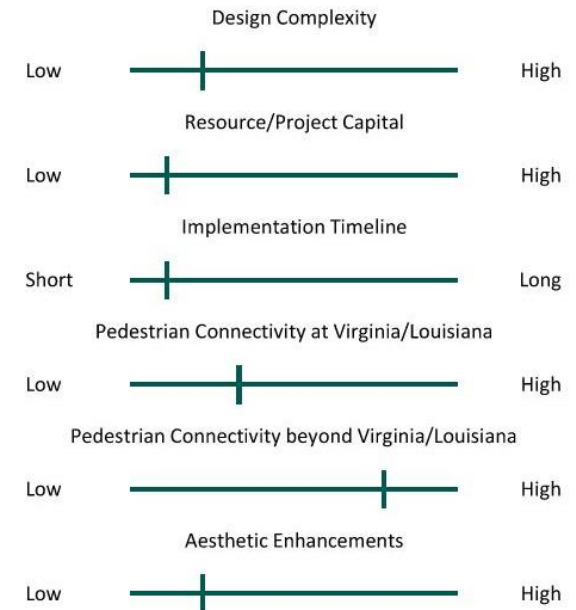
Inverted Deck Park



Conceptual Alternative #3



Enhanced At-Grade



Public Outreach

Public Meeting held July 12, 2022

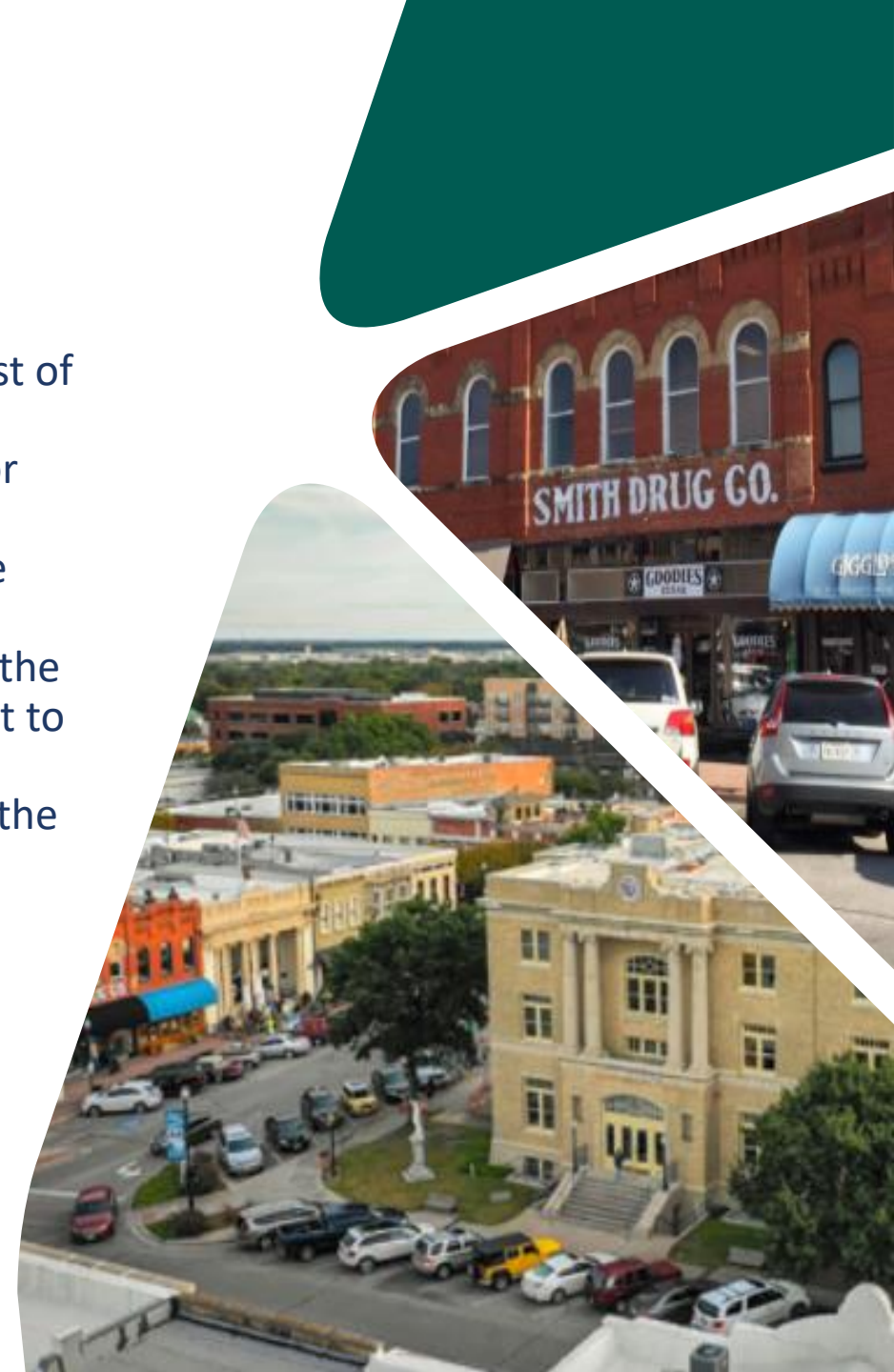
- Over 125 in-person attendance
- Online non-scientific survey – 1,120 responses

*Survey results are not statistically significant



Public Outreach Trends

1. More than 70% of the respondents identified as residents located west of SH 5.
2. The public believes the Deck Park option provides the best solution for the stated objectives. Approximately 60% preferred this option.
3. Residents indicated, however, that cost was an important factor in the evaluation of the developed options.
4. Almost half of respondents believe it is important to further evaluate the park improvements to determine funding options which minimize cost to the City of McKinney.
5. 3 out of 4 individuals believe there is a need for more public space in the area.
6. Quality of life, mobility, and compatibility/impact to development are important factors in the evaluation of the options.
7. Safety and security were noted as concerns and warrant further evaluation.



Capital Cost Summary

- Alternative 1 – Deck Park: \$85M - \$95M
 - Base Project Cost: \$70M - \$80M*
 - Park Cost: \$15M**
- Alternative 2 – Inverted Deck Park: \$40M - \$45M
 - Base Project Cost: \$25M - \$30M*
 - Park Cost: \$15M**
- Alternative 3 – Enhanced At-Grade Crossing: \$3M
 - Infrastructure Cost: \$0.5M*
 - Landscaping/Hardscape: \$2.5M**

*Includes construction, right-of-way acquisition, and engineering.

**Park Costs will not be eligible for NCTCOG/Grant funding.

Annual Operations & Maintenance Costs

- Alternative 1 – Deck Park: \$2M - \$2.5M
- Alternative 2 – Inverted Deck Park: \$2M - \$2.5M
- Alternative 3 – Enhanced At-Grade: \$100,000

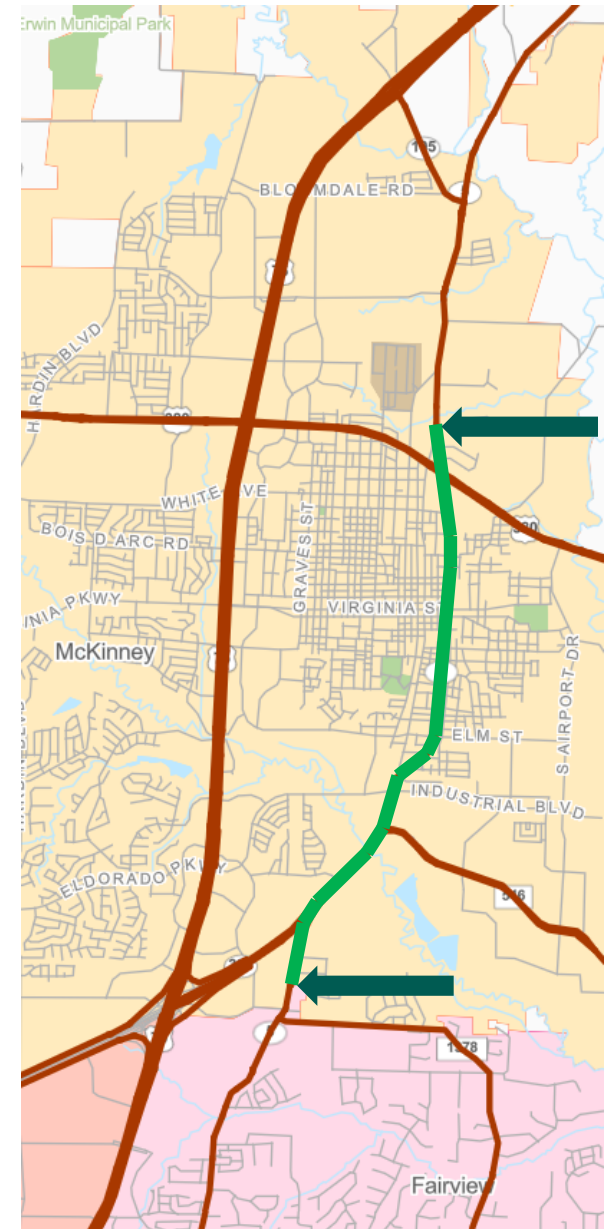
*Includes City labor, Park maintenance/replacement, Programming, Security, and Tunnel/Bridge maintenance.

Funding Opportunities

- Alternative 1 – Deck Park
 - Competitive Federal Grants
 - Local Match Required (20%-50%)
 - \$14M-\$40M total local contribution for Base Project
 - \$15M Park Cost
- Alternative 2 – Inverted Deck Park
 - NCTCOG – Committing up to \$30M
 - No Local Match for Base Project
 - \$15M Park Cost
- Alternative 3 – Enhanced At-Grade Crossing
 - \$3M All local funding

State Highway 5 / TxDOT Implications

- Current SH 5 Project is funded and anticipated to let in late 2024. Engineering plans are ~70% complete.
- NCTCOG has committed to taking the lead in discussing the phasing with TxDOT.
- Utility relocations and ROW acquisitions are underway and will be impacted.

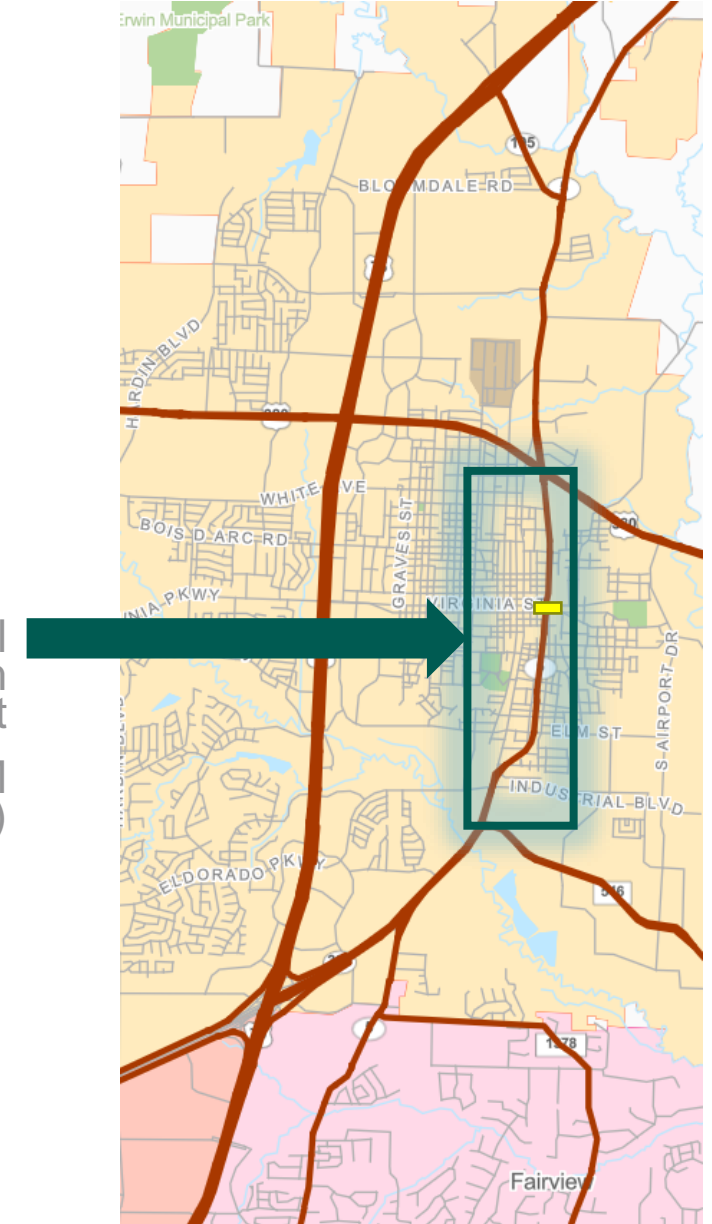


Current Limits of SH 5 Project

State Highway 5 Off-System

- SH 5 is currently on the TxDOT System (TxDOT Controlled/Maintained)
- SH 5 is current designated on the National Highway System (NHS)
- All alternatives would require SH 5 to be taken off-system
- Request to remove SH 5 from TxDOT system would need to be from nearest southern system roadway (Harry McKillop / FM 546) to nearest northern system roadway (US 380)

Limits of Potential
Off-System
Request
(Harry McKillop/FM
546 to US 380)



Map of current TxDOT
System Roadways

Key Takeaways

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Next Steps and Discussion

- May 2023 – Requested action/direction by City Council
- June 2023 – Begin coordination with TxDOT/NCTCOG on recommended alternative



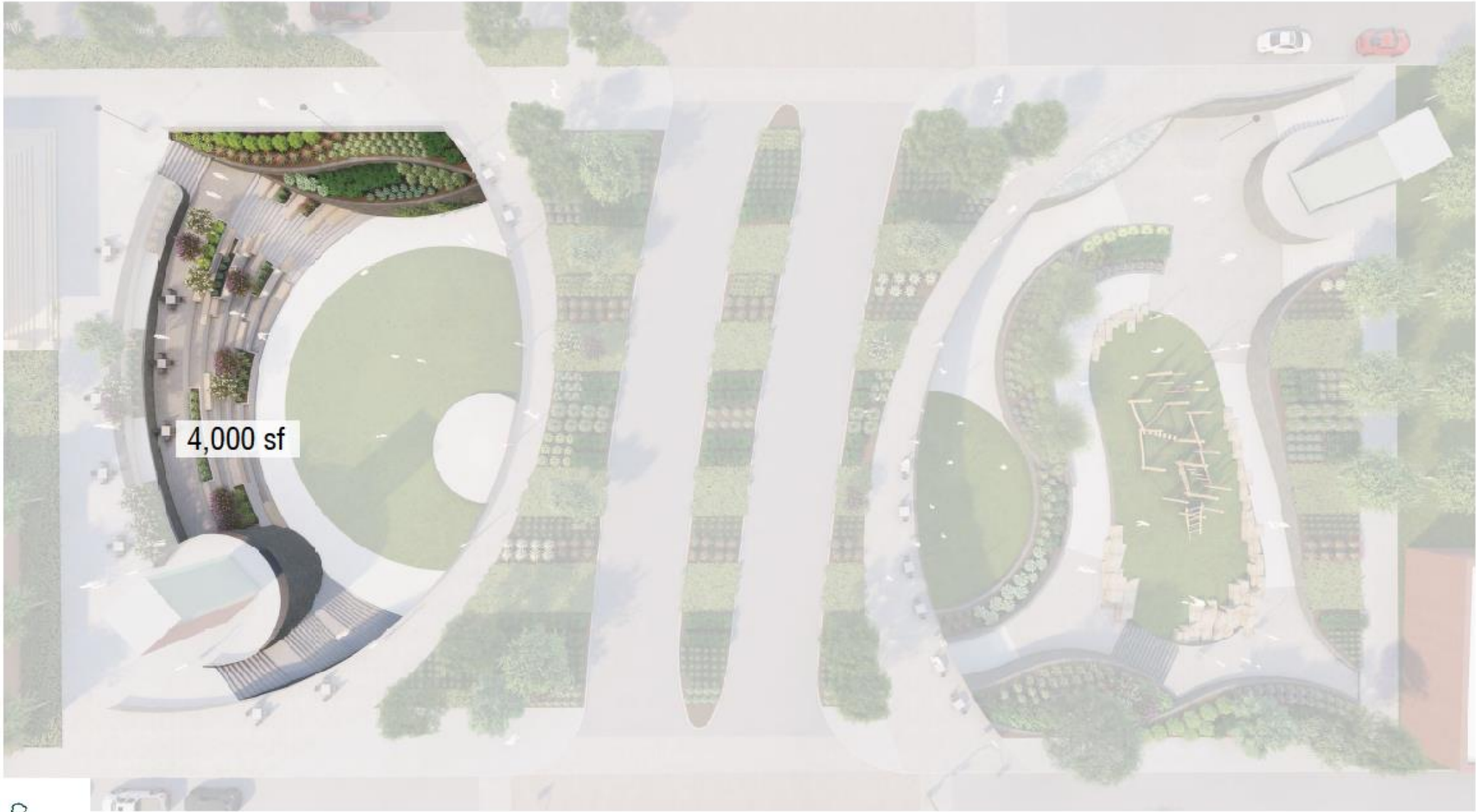


Reference Slides

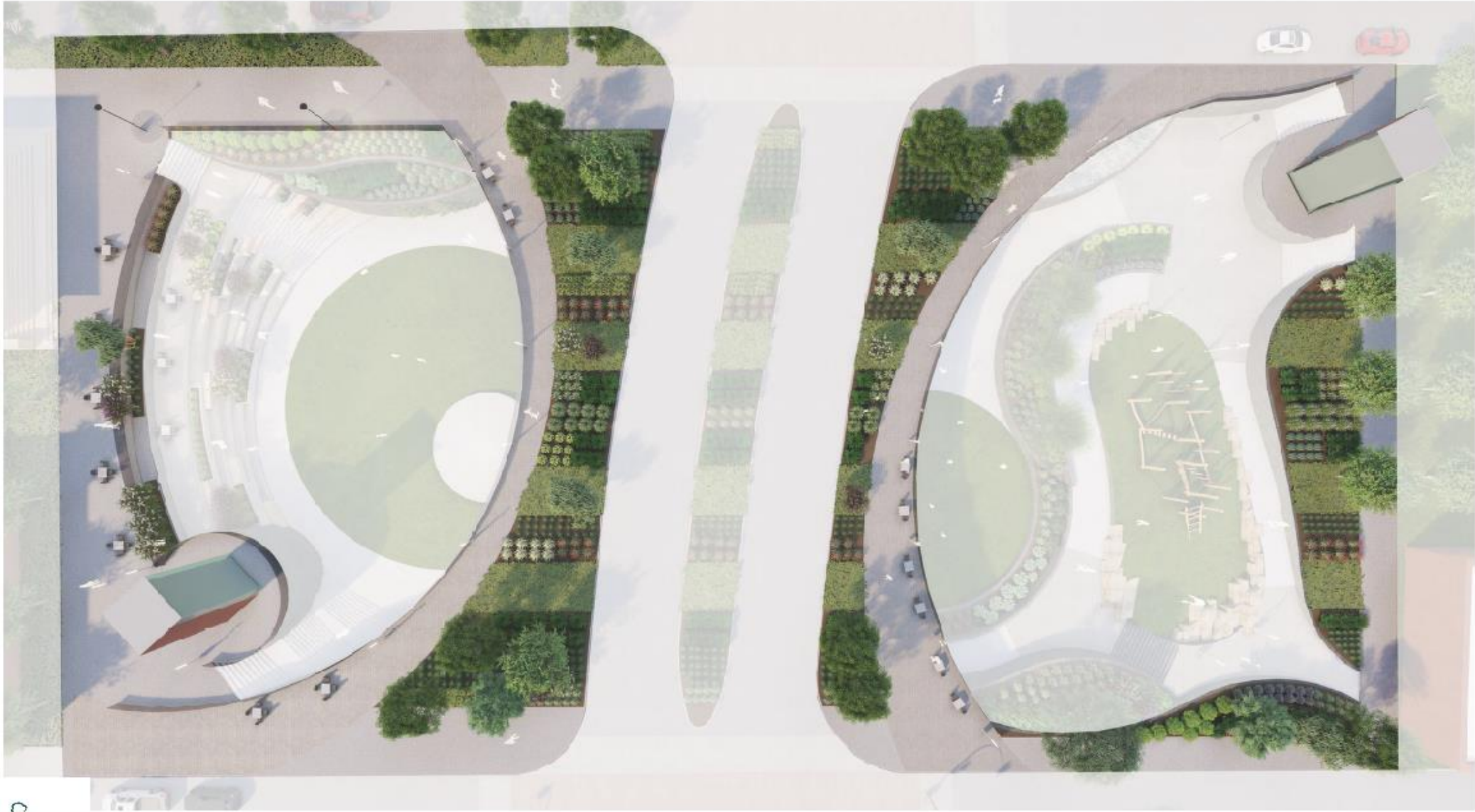




12,000 sf



4,000 sf



Impacts to CIP

- Impacts based on the option chosen
- 30%-40% increase in construction costs
- Projects currently not funded:
 - Laud Howell Pkwy - \$23M
 - Bloomdale Rd - \$20M
 - US 380 ROW and Utility 10% Contribution – Unknown at this time
- Currently funded CIP would need to be reprioritized based on funding need.
- Parks CIP

