

Capital Improvement Planning: East Side Development



Presented By

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Agenda

- Wilmeth Road
 - Extension to the East
 - RR Crossing
- Lamar DART Crossing
 - DART/DGNO Requirements
 - Cost Implications
- Broad Street Crossing
 - Potential Grant Opportunity
 - Where does this fall within priorities

Wilmeth Road Extension to the East

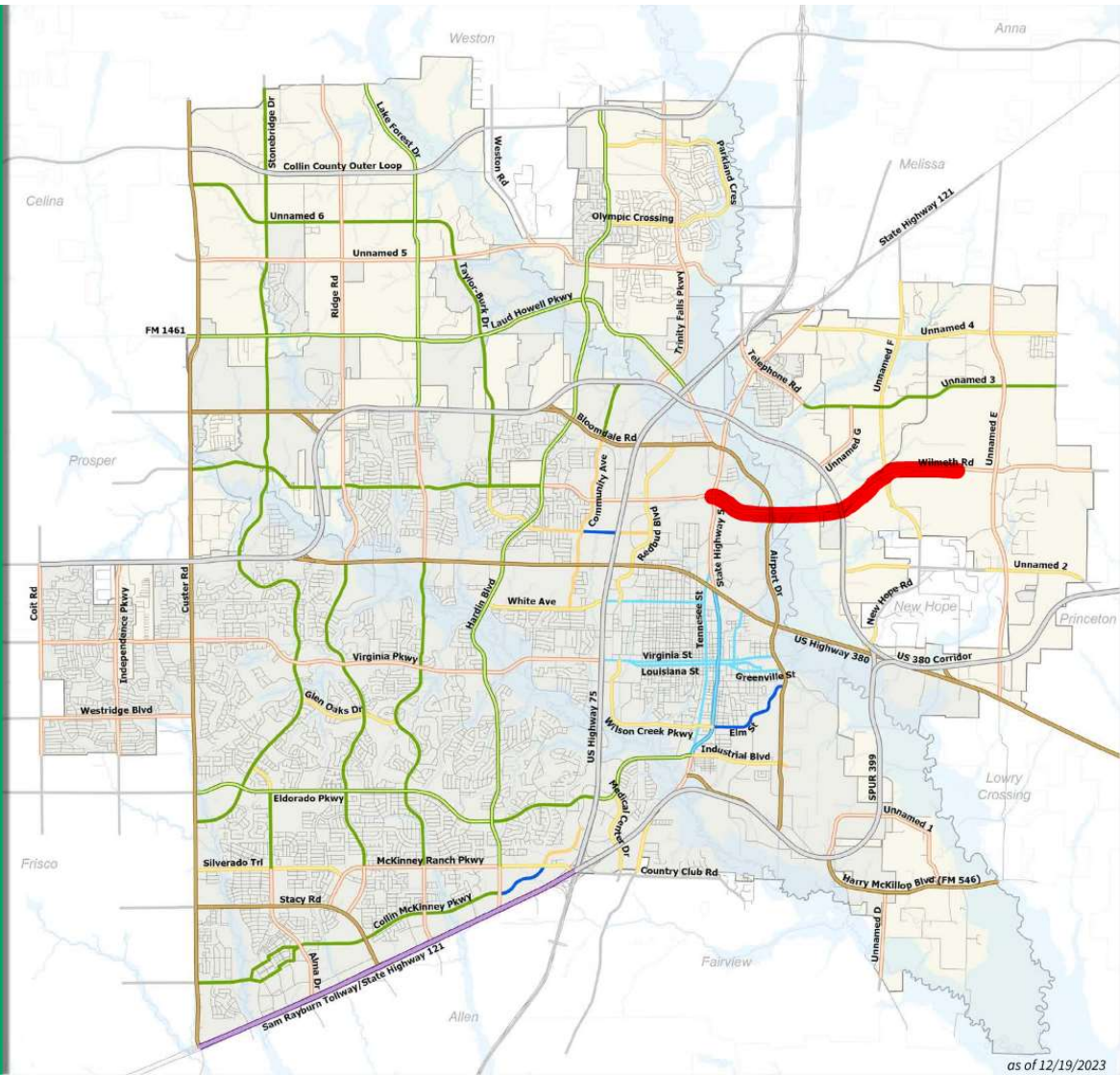
- Wilmeth is being systematically improved from the west going east.
- MEDC Focus

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 (4 lanes)
- Town Thoroughfare (2-3 lanes)
- McKinney City Limits
- McKinney ETJ
- Other Cities

Disclaimer: The Master Thoroughfare Plan provides generalized locations for future thoroughfares. Alignments may shift as roads are engineered and designed to accommodate 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.



as of 12/19/2023



Wilmeth Road Extension to the East: SH5 to DART



Wilmeth Road Extension to the East: DART Crossing

- What do we do at the DART Crossing?
- Next phase: Grade Separation/Overpass



Wilmeth Overpass: Benefits

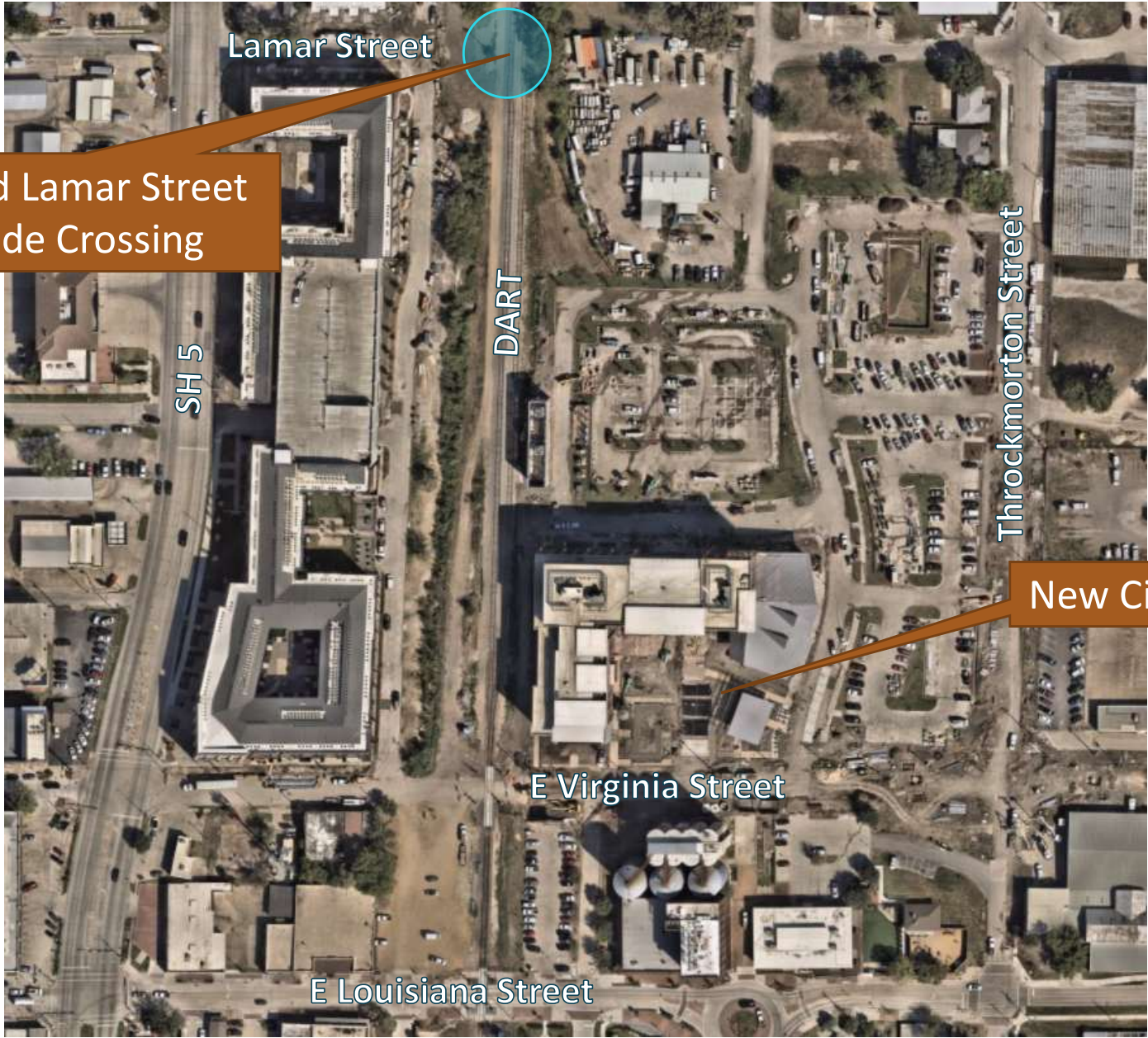
- Safer than an at-grade crossing
 - High traffic volumes projected due to Wilmeth Realignment
- Provides connectivity to Wilmeth realignment currently under design
- Ties industrial area to the future bypass
- FRA Grant would offset costs
 - \$27.3M estimated construction cost
 - City of McKinney 20% match
- Ancillary Benefit
 - Eliminating an at-grade DART crossing supports adding one elsewhere



East McKinney Mobility Study



Lamar Crossing

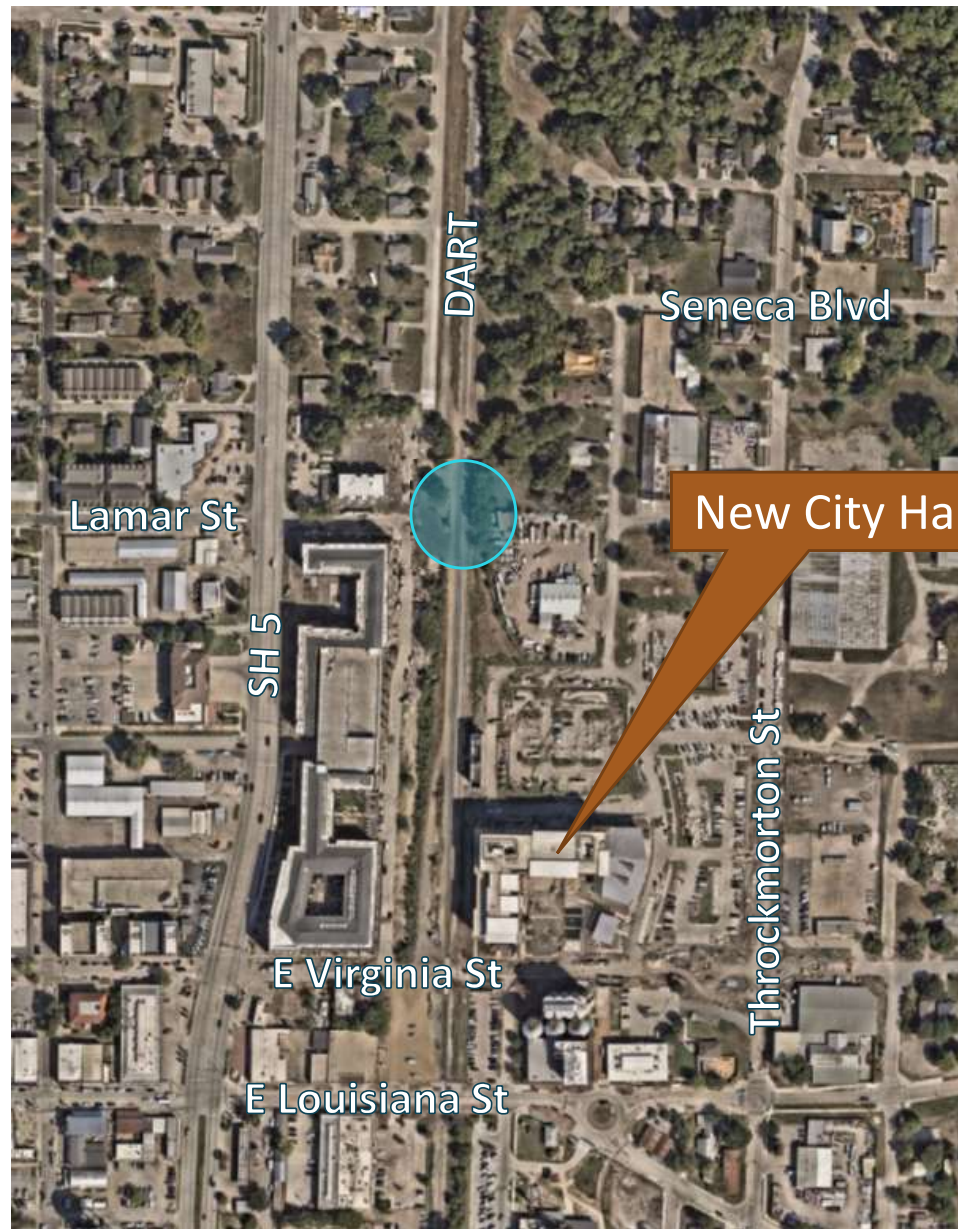


Proposed Lamar Street
At-Grade Crossing

New City Hall

Traffic and Redevelopment

- Projected Traffic Counts
 - Lamar – 3,500
 - Virginia – 5,000
 - Louisiana – 4,000
 - Throckmorton – 4,500
- Redevelopment
 - Higher Density Could Increase Traffic Counts
- Traffic Impacts if the Lamar Crossing is Not Constructed?



DART General Requirements to Add an At-Grade Crossing

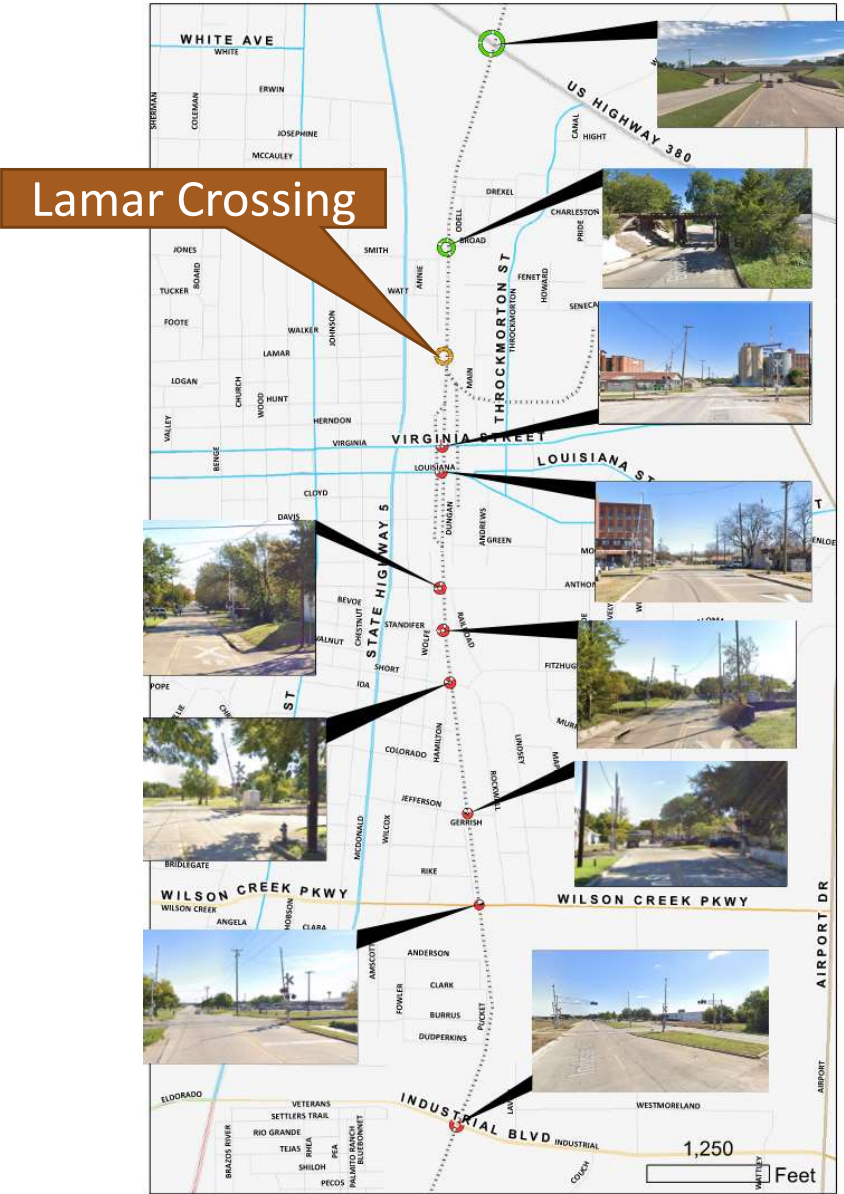
Option 1:

Eliminate 2 crossings to add 1

- 1. Wilmeth overpass.
- 2. Can we eliminate a 2nd without impacting the communities?
Staff's opinion is no.

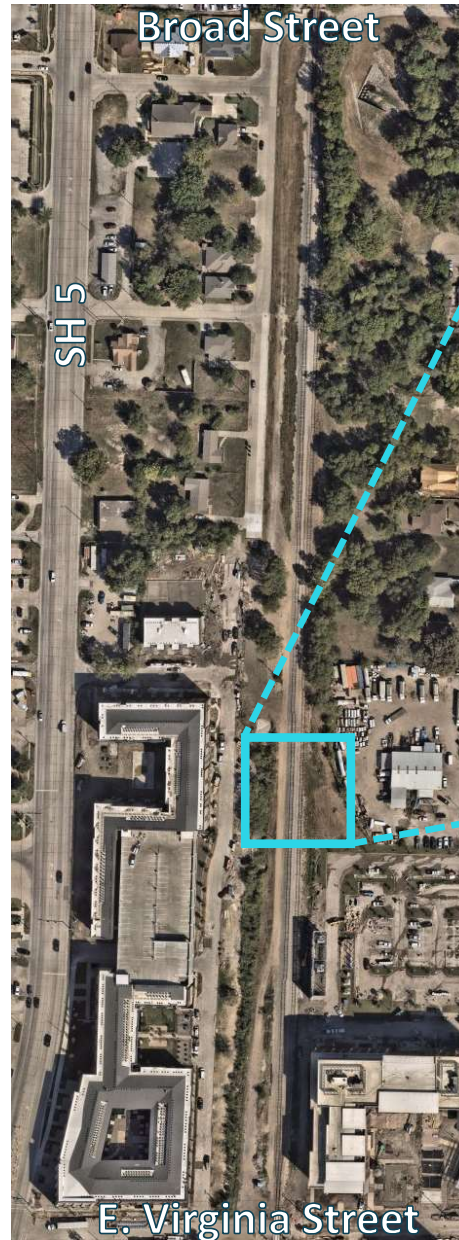
Option 2:

Eliminate 1 crossing and
Pay DART \$2M



DART/DNGO Additional Requirement for the Lamar Crossing

- Relocate the existing siding per DART/DGNO's requirements
- Existing siding:
 - E. Virginia Street to Broad Street
 - Approximately 2,000 LF



DART/DGNO's Requirements to Relocate the Siding

1. Relocate north of US 380 (north of the curve)
2. DART/DGNO is requiring it to be ~ 1600 LF longer than the existing siding.
3. Costs
 - Cost Analysis - ~\$30M-\$40M
 - Grading Analysis

Existing
Siding



Proposed
Siding

Broad Street Crossing

- Council and City Manager requested Community Development meet with DART
- DART agreed to write a letter of support for a grant to widen the bridge
- Community Development reached out to Engineering for support
- Engineering adding the crossing to the list of potential projects



View Approaching from the Southwest



View Approaching from the East

Broad Street Crossing

- Bridge is stable (Per FRA)
- Trash accumulation
- Dangerous, one-lane
- Limited visibility
- Inadequate clearance
- Traffic Counts?



Next Steps and Guidance

- Wilmeth Overpass
 - We've applied for a grant
 - Will need to apply for another grant if successful
 - Eliminating this crossing has an ancillary benefit to adding the crossing at Lamar
- Lamar As-Grade DART Crossing
 - Do we want to move forward?
 - \$35-\$45M
- Broad Street Crossing
 - Request from Community Development to improve the bridge
 - DART supports pursuing a grant
 - Where does this fall in the list of priorities?

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