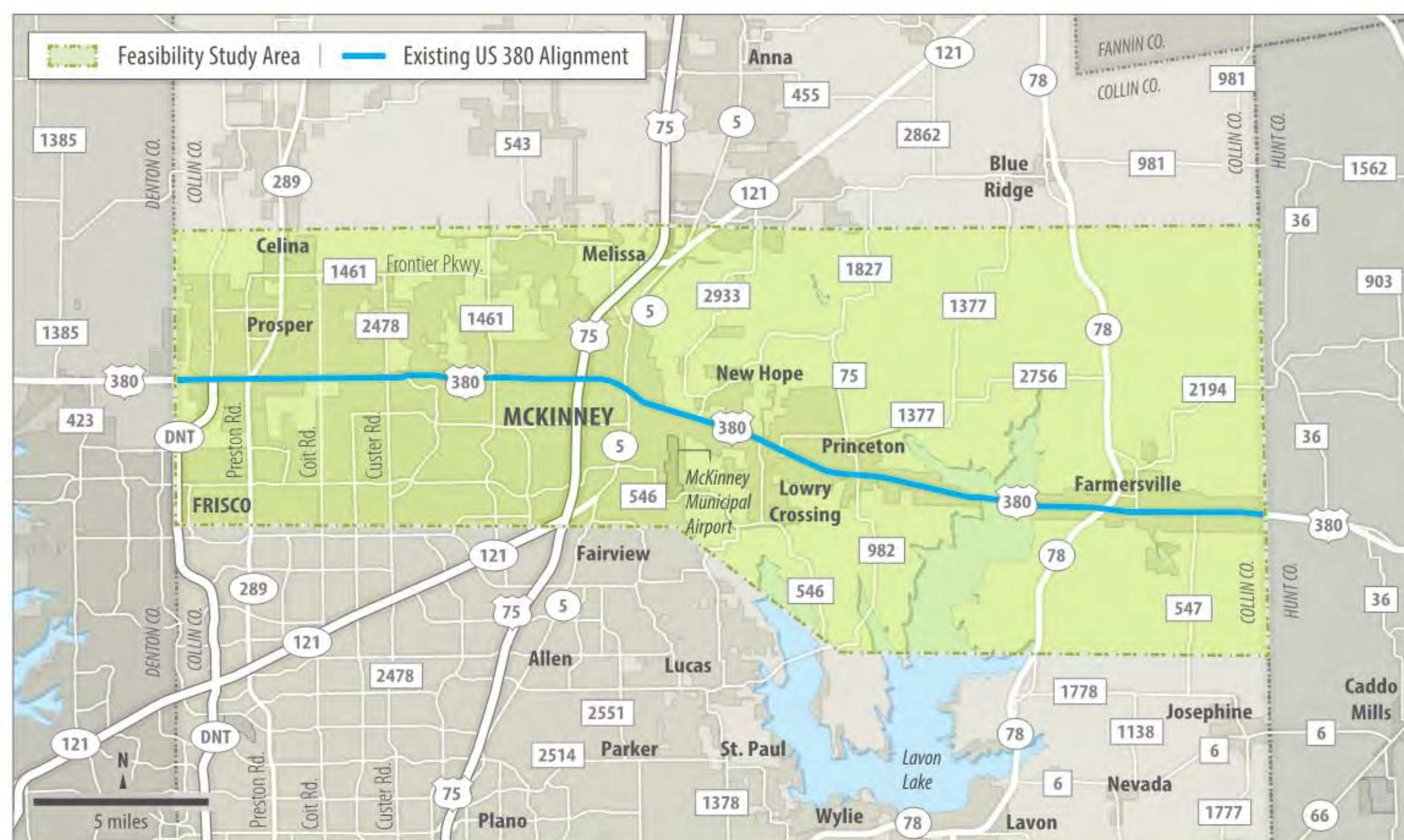




TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

US 380 COLLIN COUNTY FEASIBILITY STUDY



DALLAS DISTRICT
PUBLIC MEETING

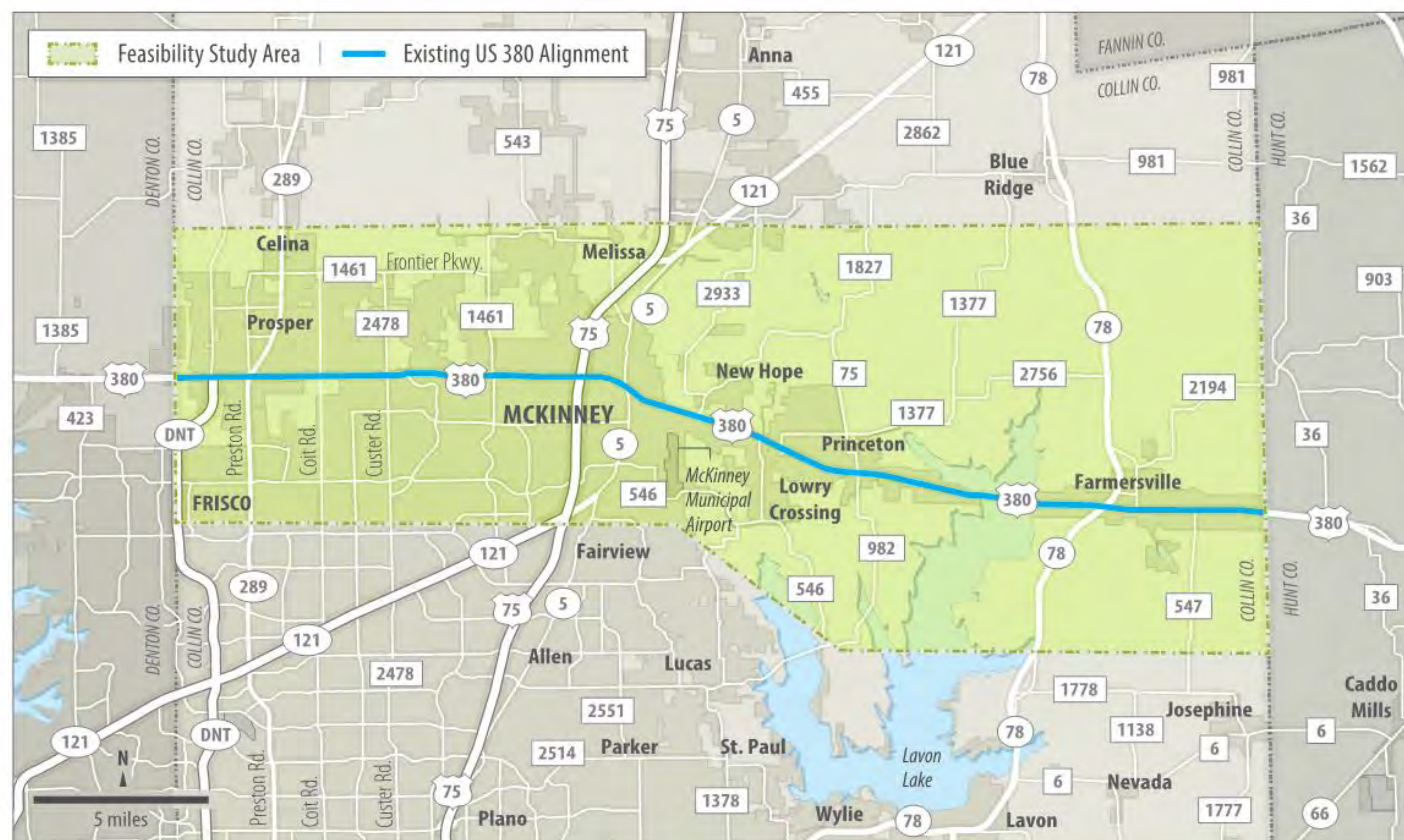
MAY 6, 2019
6:00 TO 8:00 P.M.
PRESENTATION AT 6:00 P.M.



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

US 380 COLLIN COUNTY FEASIBILITY STUDY



DALLAS DISTRICT PUBLIC MEETING

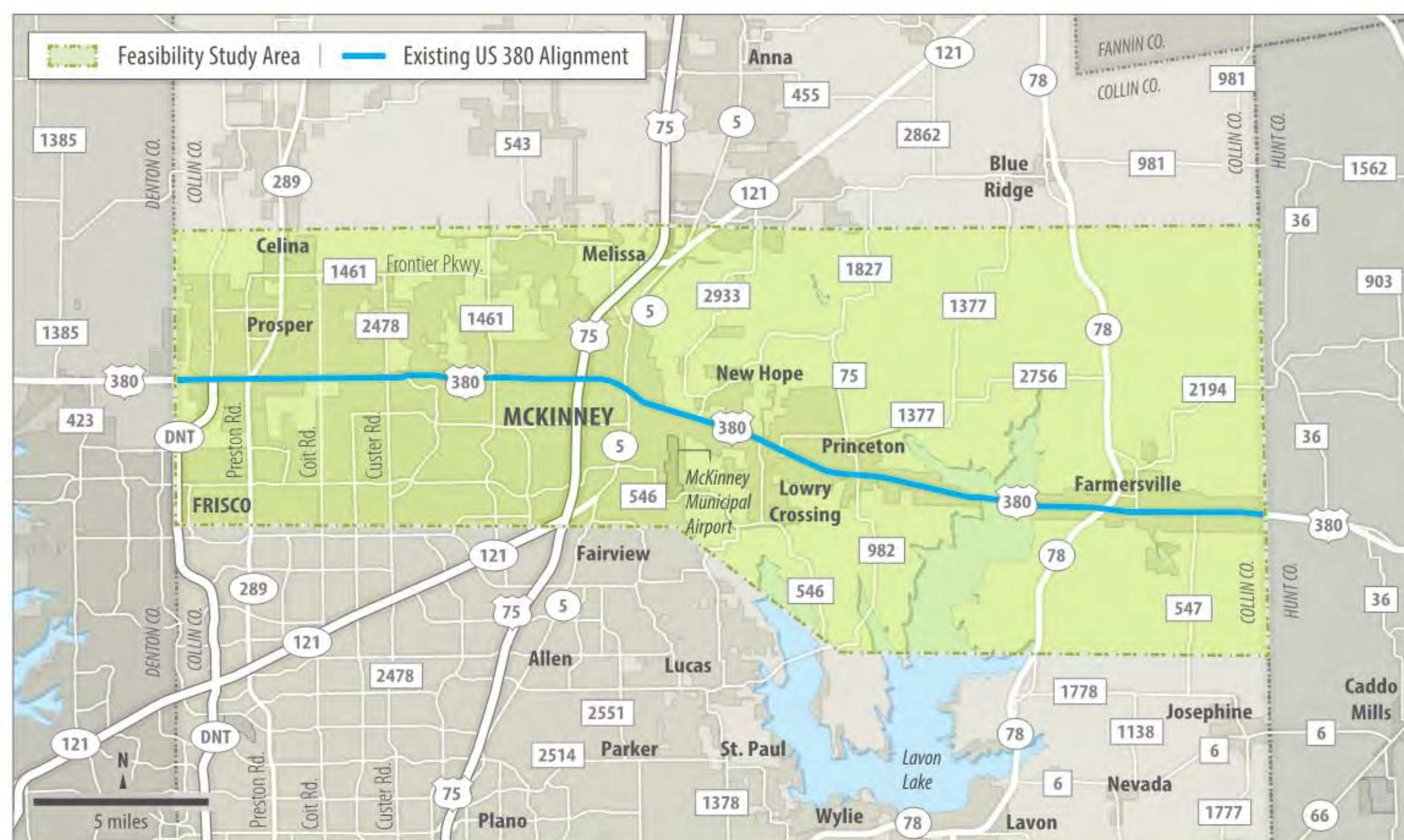
MAY 7, 2019
6:00 TO 8:00 P.M.
PRESENTATION AT 6:00 P.M.



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

US 380 COLLIN COUNTY FEASIBILITY STUDY



DALLAS DISTRICT
PUBLIC MEETING

MAY 9, 2019
6:00 TO 8:00 P.M.
PRESENTATION AT 6:00 P.M.



TEXAS DEPARTMENT OF TRANSPORTATION



**PRESENTATION
IS AT 6:00 P.M.**

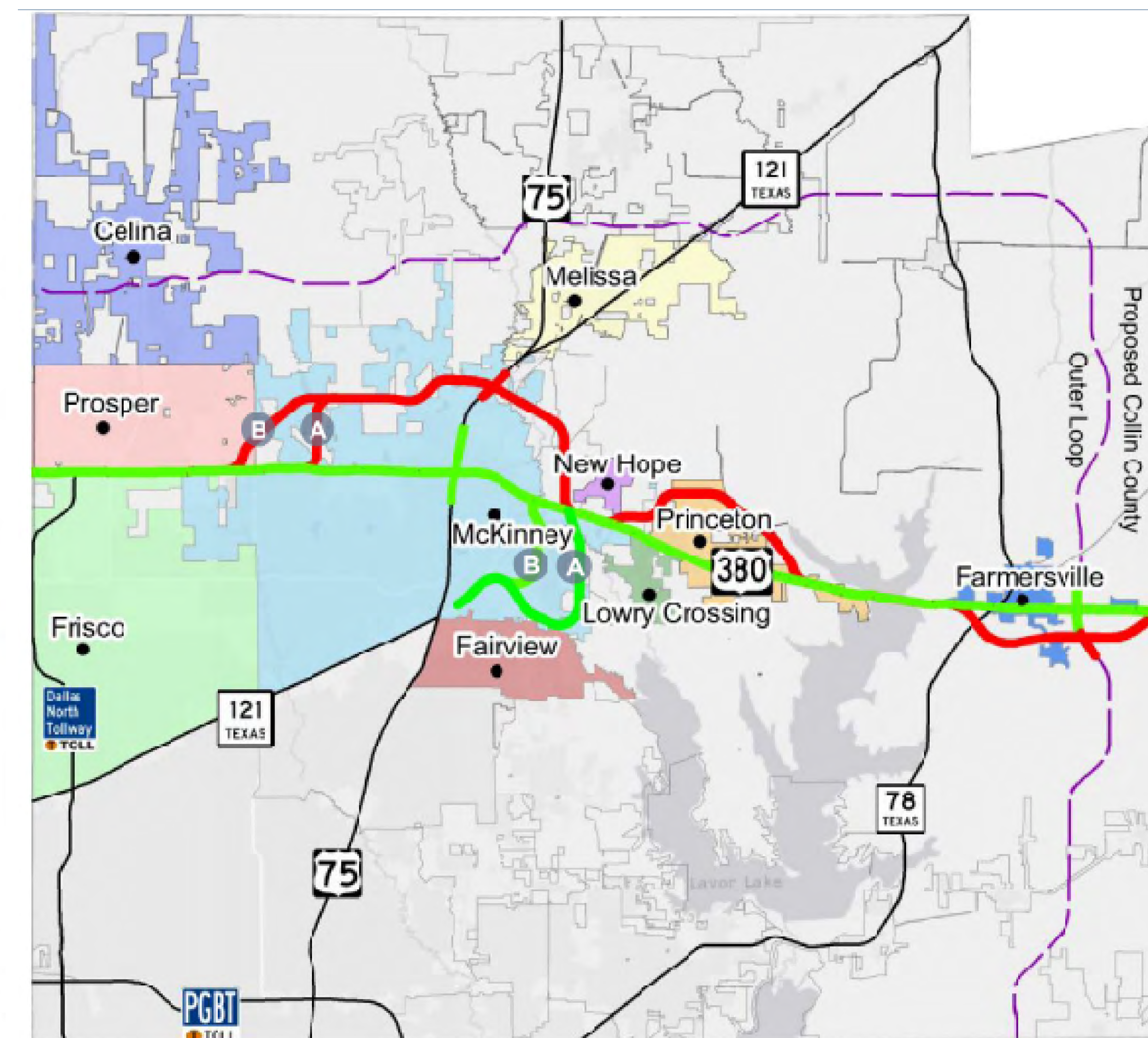
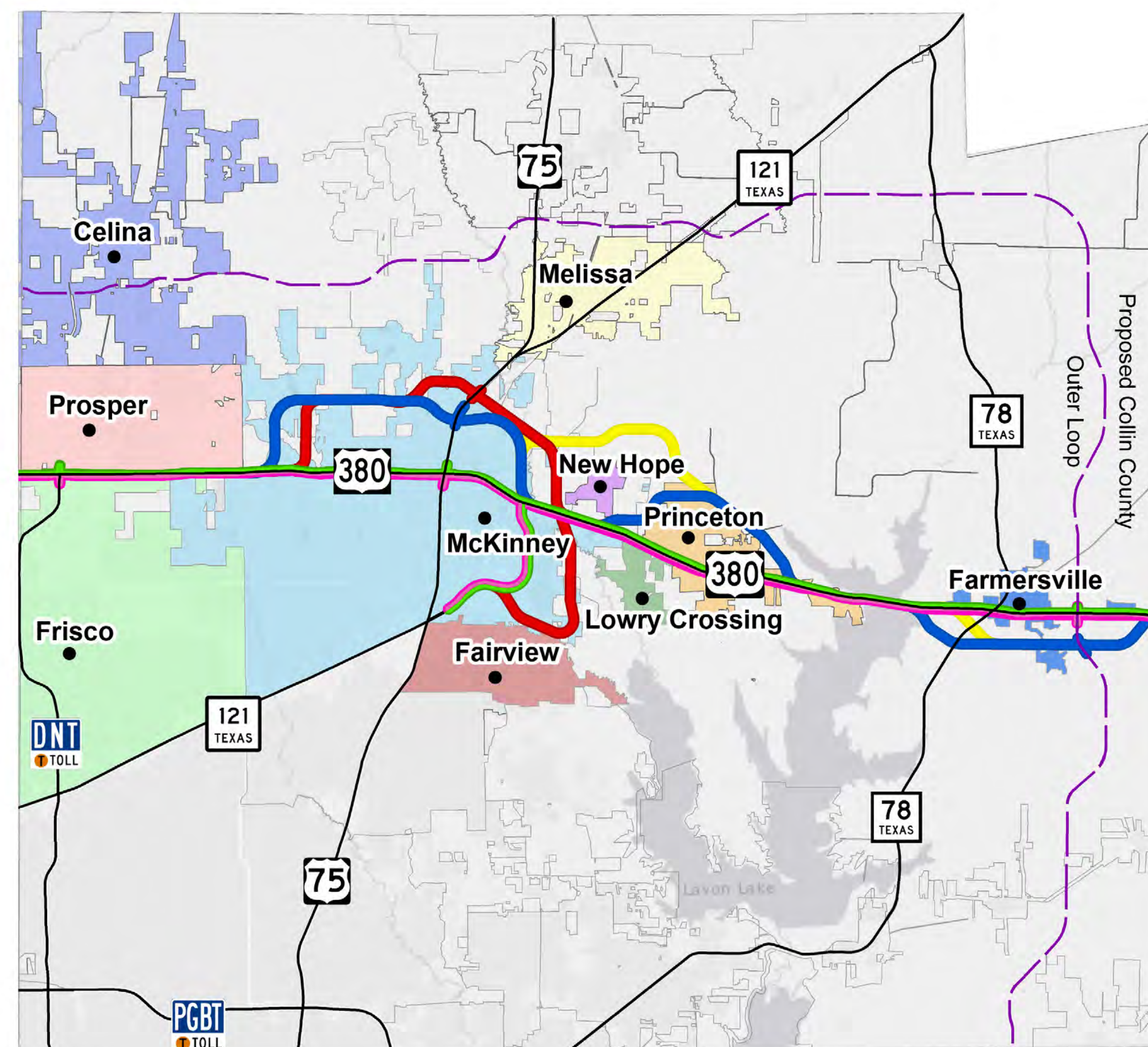
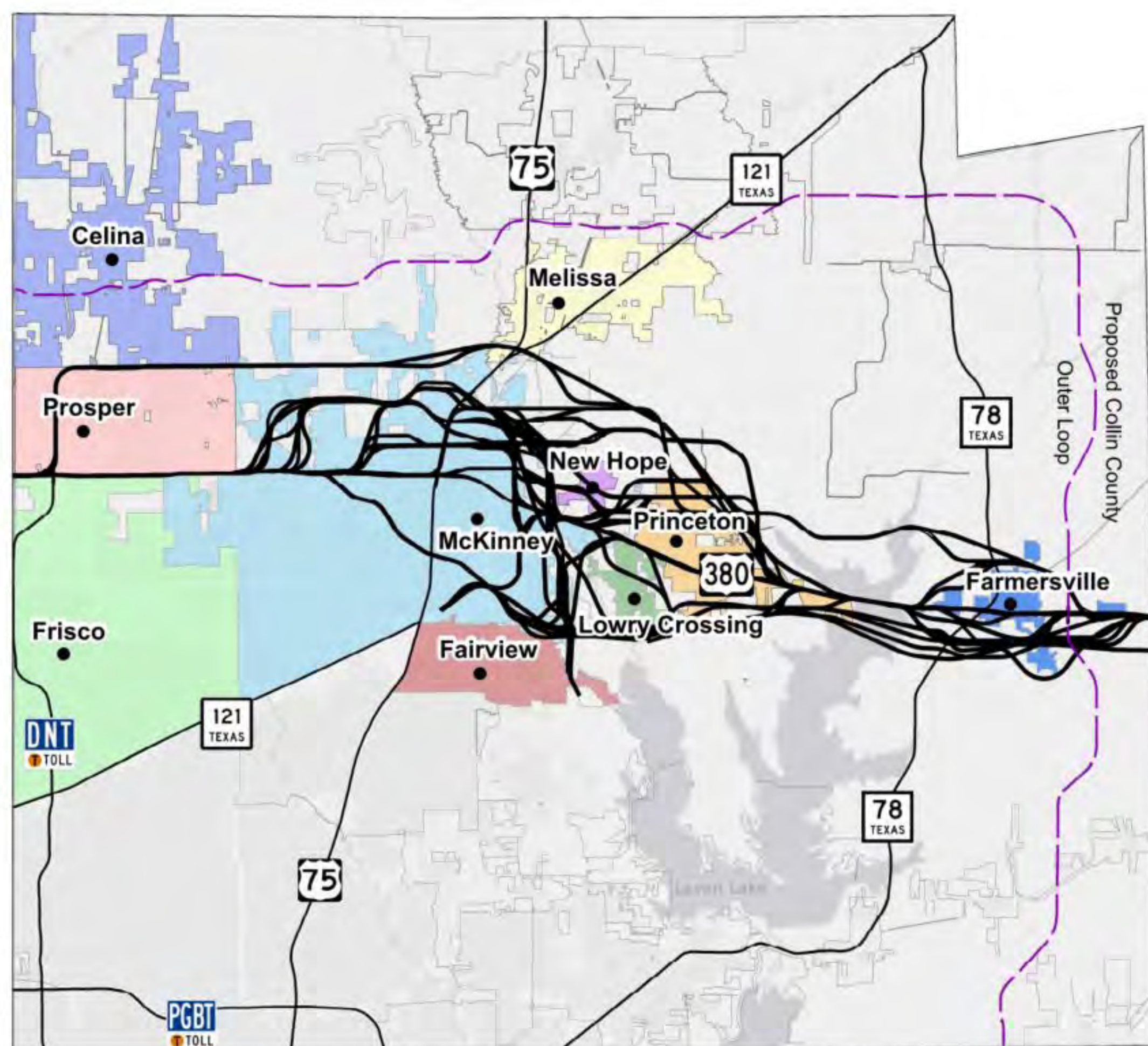


TEXAS DEPARTMENT OF TRANSPORTATION

SUMMER 2017

SPRING 2018

FALL 2018



POTENTIAL ALIGNMENTS PREVIOUSLY DISPLAYED



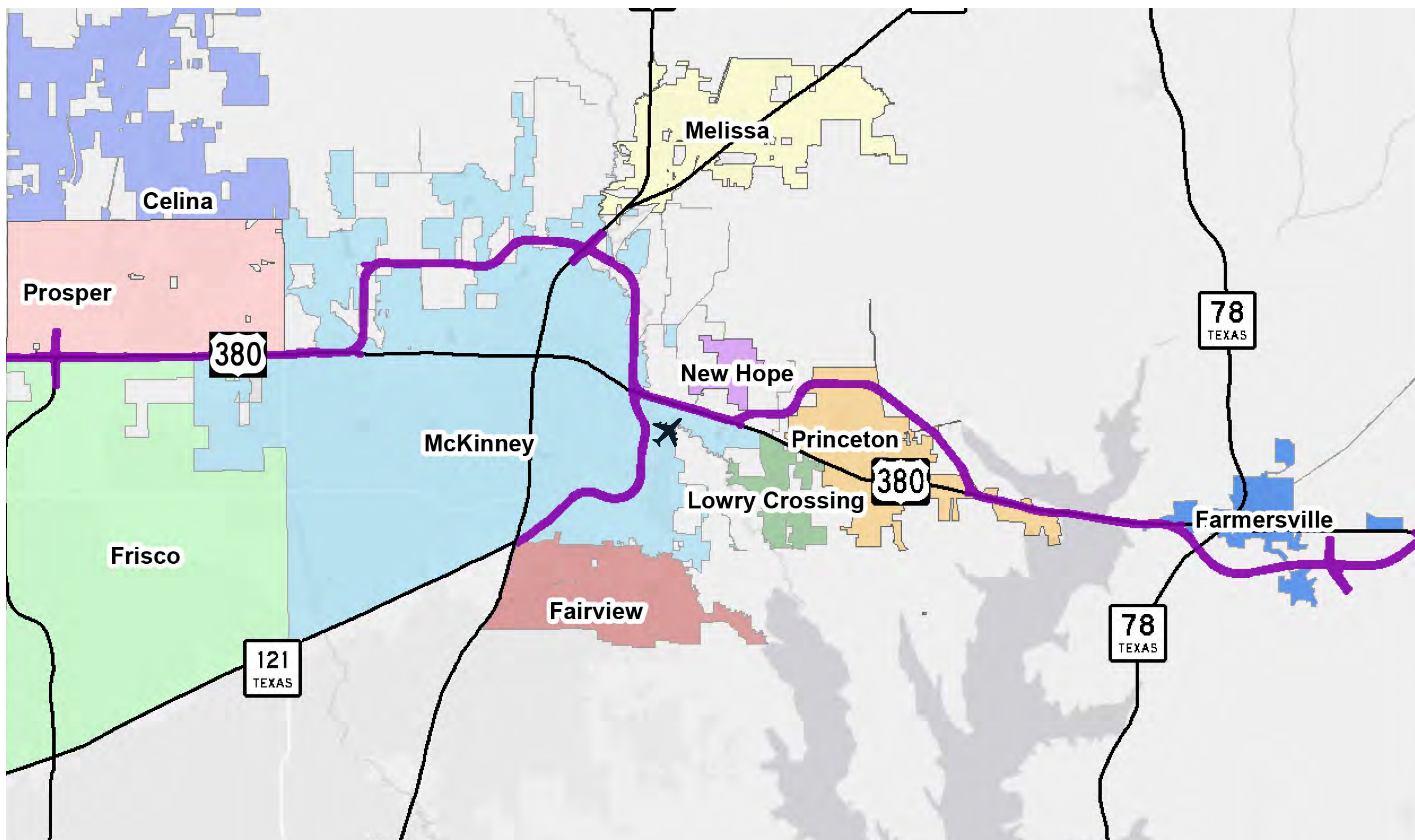
FEASIBILITY STUDY PROGRESS

JUNE 2017 - MARCH 2018	APRIL - MAY 2018	SUMMER 2018	FALL 2018	WINTER 2018- EARLY SPRING 2019	LATE SPRING/ SUMMER 2019	LATE SUMMER/ EARLY FALL 2019
Initial Data Gathering	Stakeholder Input & Public Involvement	Process Data/Input	Stakeholder Input & Public Involvement	Process Data/Input	Stakeholder Input & Public Involvement	Project Implementation Plan
<ul style="list-style-type: none"> • One-on-one meetings with partners • Technical work sessions 	<ul style="list-style-type: none"> • Public meeting and comment period • Elected leader outreach and council presentations • Stakeholder work groups 	<ul style="list-style-type: none"> • Input analyzed • TxDOT selects alignments for the study team to refine further • Evaluation of alignments 	<ul style="list-style-type: none"> • Public meeting and comment period • Key stakeholder and elected leader outreach 	<ul style="list-style-type: none"> • Public comments analyzed • Complete additional and more in-depth analysis* 	<ul style="list-style-type: none"> • Public meetings and comment period • Elected leader outreach and council presentations 	<ul style="list-style-type: none"> • Recommend long and short term improvements as well as regional action items
Alignment trends	5 alignment options		2 alignments with options		TxDOT selects recommended alignment	
<p>*ADDITIONAL ANALYSIS</p> <ul style="list-style-type: none"> • Economic impacts by alignments. • More specific input from potentially affected property owners & stakeholders. • Travel demand modeling including full build out model and demographics. • Preliminary noise analysis. 						



TEXAS DEPARTMENT OF TRANSPORTATION

SPRING 2019 - RECOMMENDED ALIGNMENT





TEXAS DEPARTMENT OF TRANSPORTATION

CONTINUED ANALYSIS - NOISE

Noise measurements and preliminary traffic noise modeling were performed for select areas along the recommended alignment. The noise model was used to predict noise impacts for future build and future no-build scenarios. Noise abatement in the form of 12' and 20' barriers were analyzed for these areas. These areas will be re-evaluated and analyzed for noise abatement during the next phase of the study.

TXDOT REQUIRES THAT A NOISE WALL MEET FEASIBILITY AND REASONABLENESS CRITERIA IN ORDER TO BE BUILT. THESE CRITERIA ARE AS FOLLOWS:

FEASIBILITY

- Acoustical criteria
 - 5 dBA or greater reduction of sound at more than 50% of first-row, impacted receptors

AND

- Benefits^b a minimum of two impacted receptors
- Engineering consideration
 - Topography and drainage
 - Access, safety, and maintenance

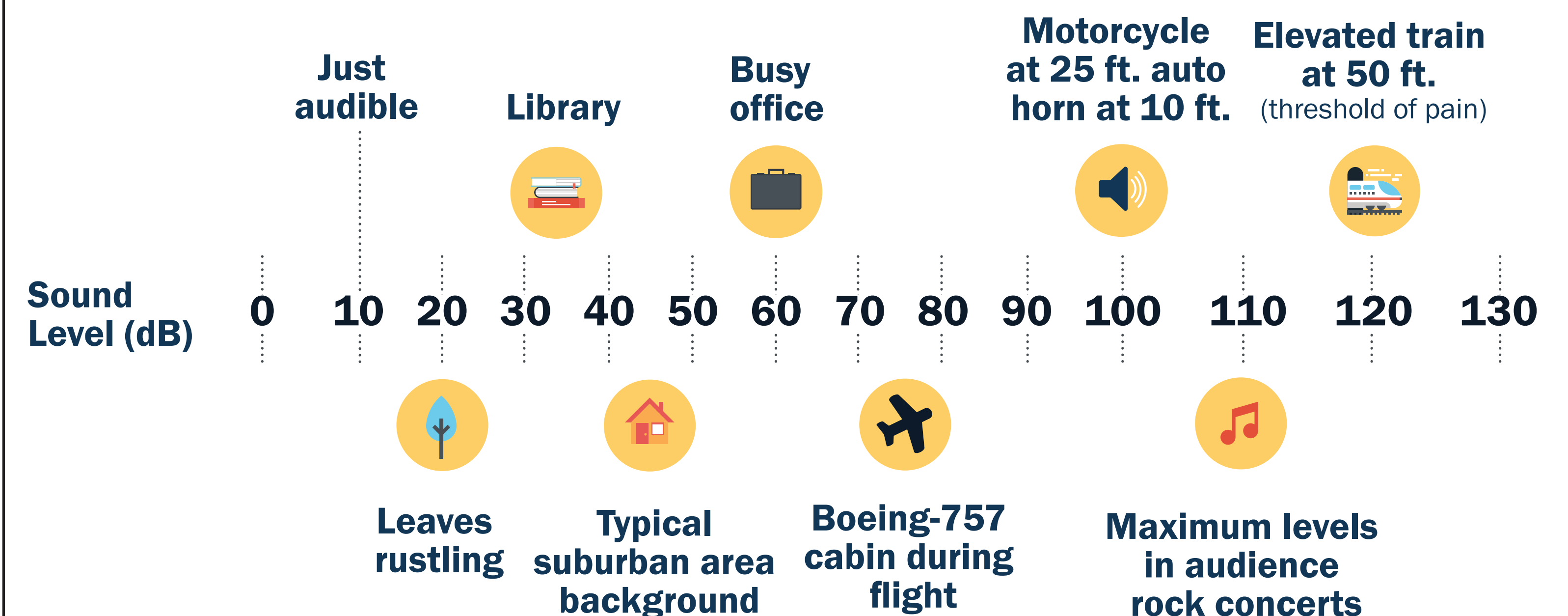
REASONABLENESS

- Noise reduction design goal: 7 dBA or more for at least one benefited receptor
- Cost criterion: surface area of the barrier wall does not exceed 1,500 square feet per benefited receptor
- Viewpoint of benefited receptors and non-benefited receptors that border or are adjacent to the noise wall will be solicited. The majority of the responses must be in favor of barrier construction.

a. An impacted receptor is one where the future noise levels approach or exceed the Noise Abatement Criteria Level listed in 23 CFR 772 (66 dBA for residential receptors) OR when the predicted future sound level exceeds the existing level by more than 10 dB(A)

b. A benefitted receptor is a receptor that experiences at least 5 dB(A) of sound reduction from an abatement option

COMMON SOUNDS AND CORRESPONDING SOUND LEVELS (DECIBELS)





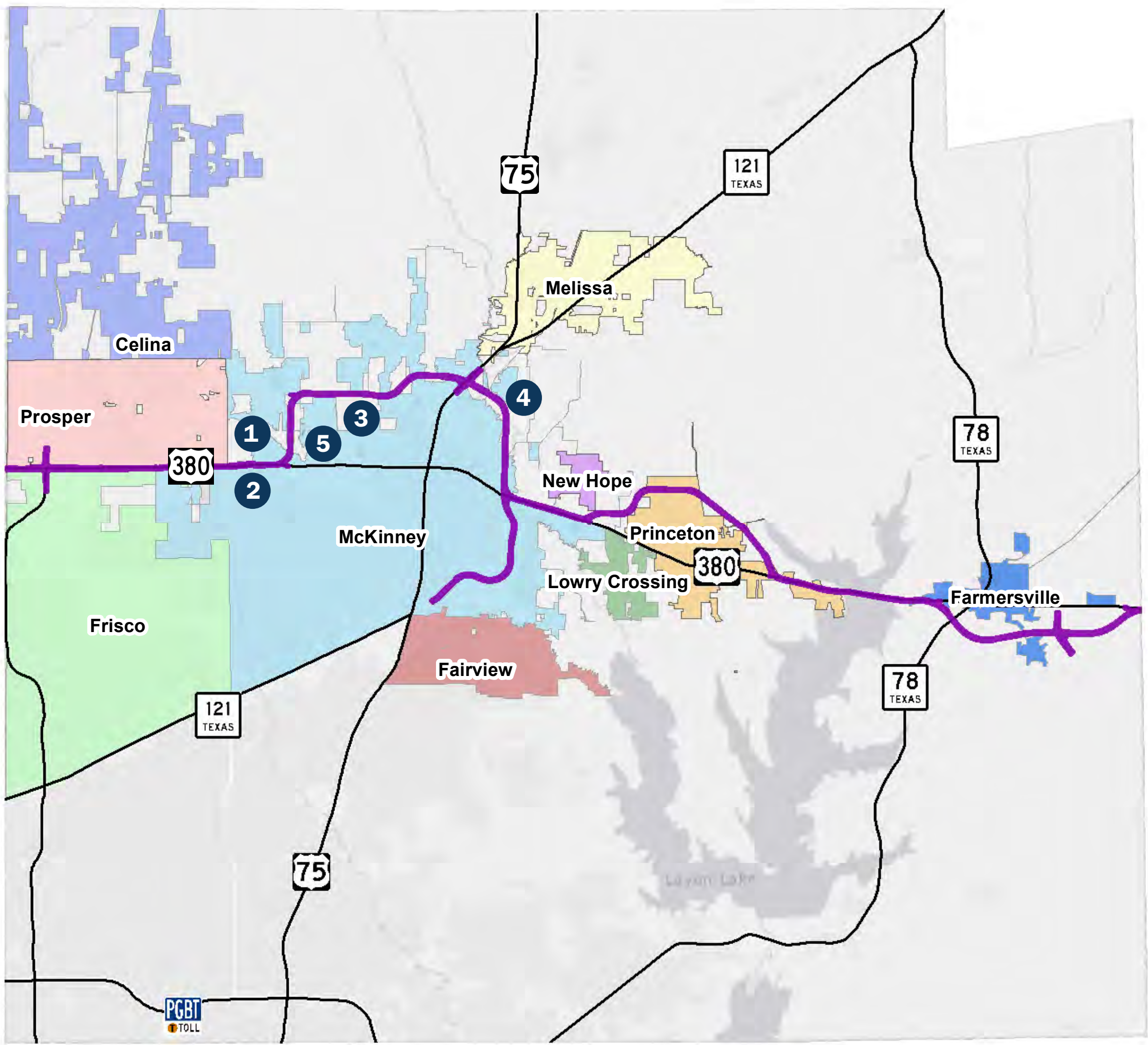
CONTINUED ANALYSIS - NOISE

LOCATION	PROJECT TYPE →	EXISTING dB(A) ^b	FUTURE NO-BUILD dB(A)	FUTURE BUILD dB(A)	FUTURE BUILD W/ 12 FOOT BARRIER ^a dB(A)	FUTURE BUILD W/ 20 FOOT BARRIER ^a dB(A)
	1. Tucker Hill - Tremont Blvd. and near US 380	61	69	69	65	63
	2. Stonebridge - Camberton Dr. and near US 380	56	74	76	69	66
	3. Heatherwood - Grove Cove and Alder Dr.	57	72	72	67	65
	4. Willow Wood	55	49 ^c	69	66	61
	5. Triple Creek Baseball Academy	45	56	71	69	65

a. TxDOT cannot accurately evaluate or commit to noise barriers until the next phase of the study.

b. This is a measured value.

c. Ambient noise measurements also associated with new residential construction in the area.





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EVALUATION CATEGORIES: IMPACTS AND DISPLACEMENTS

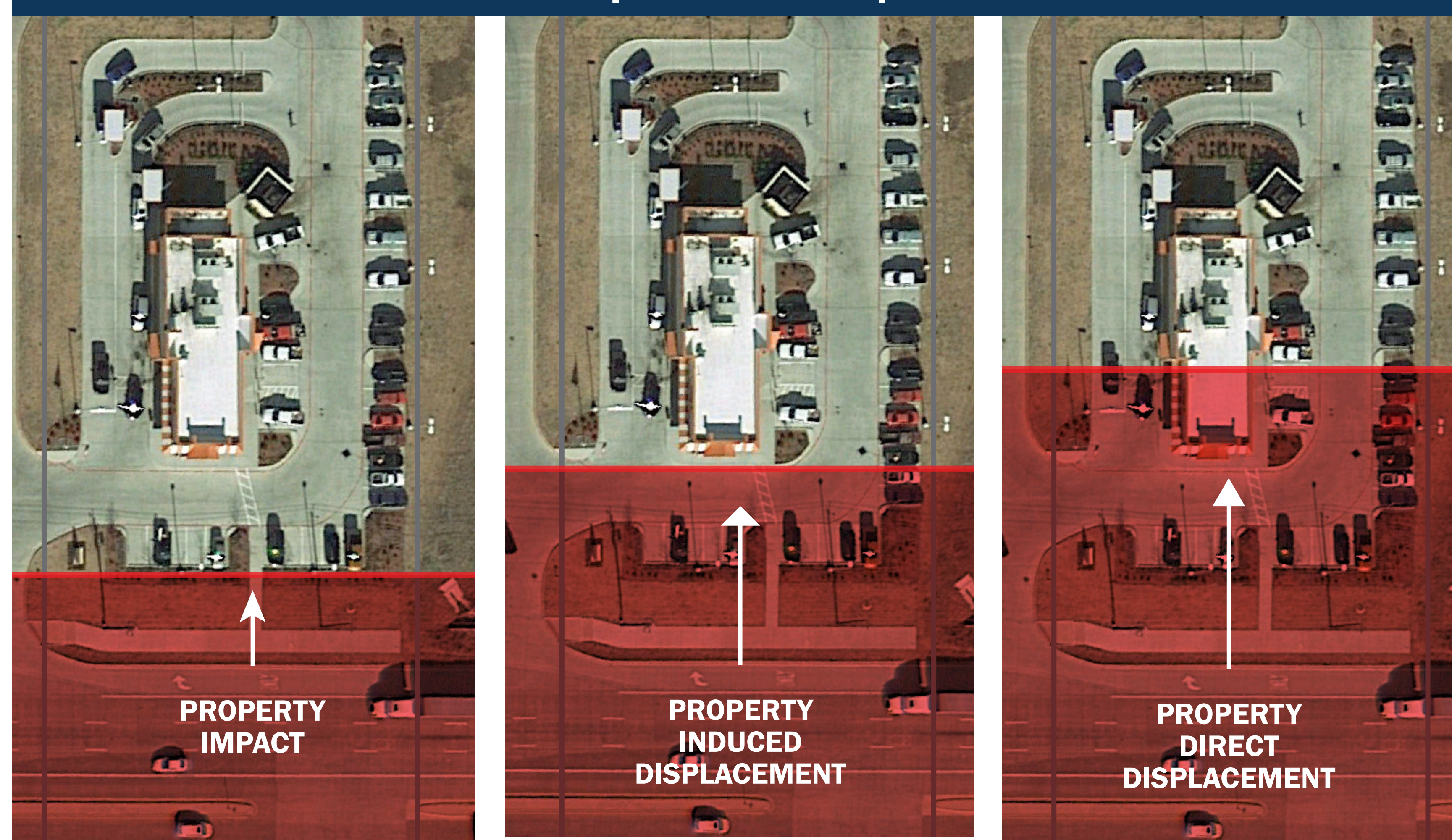
Residential Impacts and Displacements



IMPACT – Encroachment on a property

DISPLACEMENT – Proposed ROW physically impacts a structure or proximity would not meet distance requirements of new building codes

Business Impacts and Displacements



IMPACT – Encroachment on a property

INDUCED DISPLACEMENT – Proposed ROW would functionally impair business or proximity would not meet fire codes or new building codes.

DIRECT DISPLACEMENT - Proposed ROW physically impacts a structure



EVALUATION CATEGORIES

FUTURE PLANNED DEVELOPMENT IMPACT	COST
<ul style="list-style-type: none">• TXDOT MAPPED SIGNIFICANT FUTURE DEVELOPMENTS TO INDICATE AREAS WHERE DEVELOPMENT IS IMPENDING• LAND USE WAS PROVIDED BY LOCALS• INCLUDES FUTURE COMMERCIAL• INCLUDES FUTURE RESIDENTIAL	<p><i>COSTS FOR EACH ALIGNMENT AND ALIGNMENT SEGMENT INCLUDES:</i></p> <ul style="list-style-type: none">• Roadway construction• Right-of-way costs (in today's \$)• Market cost of displaced structures• Market cost of land• Relocation assistance• Cost to cure• Relocation for impacted utilities• Engineering• Contingencies



TEXAS DEPARTMENT OF TRANSPORTATION

TRAFFIC TRAVEL DEMAND MODEL EVALUATION 2045 ESTIMATES

NO BUILD			RED A			RED B		
AVG. DAILY VOLUME 46,200	AVG. DAILY VOLUME 75,800					AVG. DAILY VOLUME 74,700		
LEVEL OF SERVICE F	LEVEL OF SERVICE B	VEHICLE MILES TRAVELED DAILY 2.99M				LEVEL OF SERVICE B	VEHICLE MILES TRAVELED DAILY 2.92M	
VEHICLE MILES TRAVELED DAILY 1.49M	VEHICLE HOURS OF DELAY DAILY 10,073,000	COLLIN COUNTY HOURS OF DELAY DAILY 536,000				VEHICLE HOURS OF DELAY DAILY 10,073,000	COLLIN COUNTY HOURS OF DELAY DAILY 536,000	
VEHICLE HOURS OF TRAVEL DAILY 10,139,000								
COLLIN COUNTY HOURS OF DELAY DAILY 582,000								
GREEN A			GREEN B			GREEN B		
	AVG. DAILY VOLUME 86,300					AVG. DAILY VOLUME 90,200		
LEVEL OF SERVICE B	LEVEL OF SERVICE B	VEHICLE MILES TRAVELED DAILY 2.80M				LEVEL OF SERVICE B	VEHICLE MILES TRAVELED DAILY 2.93M	
VEHICLE HOURS OF DELAY DAILY 10,089,000	VEHICLE HOURS OF DELAY DAILY 10,089,000	COLLIN COUNTY HOURS OF DELAY DAILY 542,000				VEHICLE HOURS OF DELAY DAILY 10,089,000	COLLIN COUNTY HOURS OF DELAY DAILY 542,000	



TEXAS DEPARTMENT OF TRANSPORTATION

SHORT-TERM ECONOMIC IMPACT OVERVIEW

MUNICIPALITY	2019 MUNICIPAL FORECASTS		2019 PROPERTY & SALES TAX REDUCTION*					
	PROPERTY & SALES TAXES (PST)	TOTAL REVENUE (TR)	GREEN			RECOMMENDED RED		
			AMOUNT	% PST	% TR	AMOUNT	% PST	% TR
City of Frisco	\$129,324,000	\$172,972,000	\$134,000	0.10%	0.08%	\$134,000	0.10%	0.00%
Frisco ISD	N/A	N/A	\$0	0.00%	0.00%	\$0	0.00%	0.00%
City of Prosper	\$18,370,000	\$25,397,000	\$137,000	0.75%	0.54%	\$137,000	0.75%	0.54%
Prosper ISD	\$94,500,000	\$126,000,000	\$287,000	0.30%	0.23%	\$287,000	0.30%	0.23%
City of McKinney	\$146,019,000	\$468,388,000	\$2,740,000	1.88%	0.58%	\$281,000	0.19%	0.06%
McKinney ISD	\$173,217,000	\$218,422,000	\$4,622,000	2.67%	2.12%	\$833,000	0.48%	0.38%
City of Princeton	\$3,349,000	\$8,120,000	\$407,000	12.15%	5.01%	\$43,000	1.28%	0.53%
Princeton ISD	\$10,803,000	\$35,599,000	\$894,000	8.28%	2.26%	\$111,000	1.03%	0.28%
City of Farmersville	\$1,300,000	\$3,474,000	\$88,000	6.77%	2.53%	\$0	0.00%	0.00%
Farmersville ISD	\$6,925,999	\$15,776,000	\$139,000	2.01%	0.88%	\$4,000	0.06%	0.03%
TOTALS	\$583,807,000	\$1,078,148,000	\$9,448,000	1.62%	0.88%	\$1,830,000	0.31%	0.17%

*IMPACTS IF ALL NEEDED ROW WAS ACQUIRED DURING 2019



TEXAS DEPARTMENT OF TRANSPORTATION

EVALUATION CATEGORIES

ENVIRONMENTAL

- Researched and mapped environmental features at a desktop level.
- Conducted limited windshield surveys to verify mapped data. Includes land uses, potential historic properties, streams/other bodies of water, natural habitats, public facilities, cemeteries, and hazardous material sites.

WATERSHED

- Mapped FEMA 100-year floodplain and regulatory floodways, and water impoundments.

PARK LAND

- Researched and mapped current and planned park areas based on available on-line data and review of community's park and development plans.
- Consulted with city staff and officials with jurisdiction regarding ownership, public access, and use of existing and planned park properties.
- Reviewed sources of funding used for acquisition and development.
- Assessed whether properties met the formal definition of a public park or recreational area under Section 4(f) of the DOT Act of 1966.



TEXAS DEPARTMENT OF TRANSPORTATION

EVALUATION MATRIX

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria

DENTON COUNTY LINE TO HUNT COUNTY LINE

Evaluation Category	No Build	Green Alignment	Green Alignment - North Shift	Red A + Red D Alignments	Red B + Red D Alignments	Red E + Red D Alignments
Number of Residential Property Impacts	0	42	42	53	53	57
Number of Residential Displacements	0	71	101	28	27	30
Number of Business Impacts	0	118	113	25	13	16
Number of Business Induced Displacements	0	27	34	2	1	2
Number of Business Direct Displacements	0	326	356	40	28	32
Number of Business Displacements	0	353	390	42	29	34
Planned Future Development Impacts (acres)	0	92	96	215	272	236
Environmental, Watershed, and Park Land Impacts (acres)	0	205	205	494	481	474
Cost - includes construction, ROW, utility relocation	0	\$3.7B	\$2.8B	\$2.5B	\$2.3B	\$2.4B
Enhances Regional Mobility						
Satisfies Travel Demand						
Enhances Safety						
Supports Future Regional Economic Growth						

DENTON COUNTY LINE TO COIT ROAD

Evaluation Category	No Build	Green Alignment
Number of Residential Property Impacts	0	0
Number of Residential Displacements	0	0
Number of Business Impacts	0	3
Number of Business Induced Displacements	0	1
Number of Business Direct Displacements	0	1
Number of Business Displacements	0	2
Planned Future Development Impacts (acres)	0	12
Environmental, Watershed, and Park Land Impacts (acres)	0	6
Cost - includes construction, ROW, utility relocation	0	\$311M
Enhances Regional Mobility		
Satisfies Travel Demand		
Enhances Safety		
Supports Future Regional Economic Growth		



TEXAS DEPARTMENT OF TRANSPORTATION

EVALUATION MATRIX

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria

COIT ROAD TO FM 1827

Evaluation Category	No Build	Green Alignment		Green Alignment - North Shift		Red A + Red D Alignments		Red B + Red D Alignments		Red E + Red D Alignments	
Number of Residential Property Impacts	0	16		16		30		30		34	
Number of Residential Displacements	0	18		48		15		14		17	
Number of Business Impacts	0	85		80		16		4		7	
Number of Business Induced Displacements	0	20		27		1		0		1	
Number of Business Direct Displacements	0	181		211		18		6		10	
Number of Business Displacements	0	201		238		19		6		11	
Planned Future Development Impacts (acres)	0	33		37		95		152		116	
Environmental, Watershed, and Park Land Impacts (acres)	0	80		80		340		327		319	
Cost - includes construction, ROW, utility relocation	0	\$2-2.2B		\$1.2B		\$969M		\$830M		\$878M	
Reduces Collin County Traffic Congestion		On 380	380 + Bloomdale	On 380	380 + Bloomdale	On 380	New 380 + Old 380	On 380	New 380 + Old 380	On 380	New 380 + Old 380
Satisfies Travel Demand											
Enhances Safety											
Supports Future Regional Economic Growth											



TEXAS DEPARTMENT OF TRANSPORTATION

EVALUATION MATRIX

SPUR 399 EXTENSION NORTHERN CONNECTIONS

Evaluation Category	No Build	Red C + Green A Alignment	Red D + Green B Alignment
Number of Residential Property Impacts	0	25	7
Number of Current Residential Displacements	0	12	6
Number of Business Impacts	0	7	9
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	1	3
Number of Business Displacements	0	2	3
Planned Future Development Impacts (acres)	0	16	8
Environmental, Watershed, and Park Land Impacts (acres)	0	221	236
Cost - includes construction, ROW, utility relocation	0	\$618M	\$560M
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria

SPUR 399 EXTENSION

Evaluation Category	No Build	Green A Alignment	Green B Alignment
Number of Residential Property Impacts	0	14	4
Number of Current Residential Displacements	0	6	0
Number of Business Impacts	0	10	4
Number of Business Induced Displacements	0	0	0
Number of Business Direct Displacements	0	1	1
Number of Business Displacements	0	1	1
Planned Future Development Impacts (acres)	0	19	4
Environmental, Watershed, and Park Land Impacts (acres)	0	198	68
Cost - includes construction, ROW, utility relocation	0	\$391M	\$424M
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			



TEXAS DEPARTMENT OF TRANSPORTATION

EVALUATION MATRIX

FM 1827 TO CR 559

Evaluation Category	No Build	Green Alignment	Red Alignment
Number of Residential Property Impacts	0	10	12
Number of Residential Displacements	0	14	10
Number of Business Impacts	0	22	0
Number of Business Induced Displacements	0	6	0
Number of Business Direct Displacements	0	116	19
Number of Business Displacements	0	122	19
Planned Future Development Impacts (acres)	0	42	105
Environmental, Watershed, and Park Land Impacts (acres)	0	16	29
Cost - includes construction, ROW, utility relocation	0	\$452M	\$353M
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

CR 559 TO HUNT COUNTY LINE

Evaluation Category	No Build	Green Alignment	Red Alignment
Number of Residential Property Impacts	0	12	7
Number of Residential Displacements	0	39	3
Number of Business Impacts	0	4	2
Number of Business Induced Displacements	0	0	0
Number of Business Direct Displacements	0	27	1
Number of Business Displacements	0	27	1
Planned Future Development Impacts (acres)	0	0	0
Environmental, Watershed, and Park Land Impacts (acres)	0	35	44
Cost - includes construction, ROW, utility relocation	0	\$435M	\$404M
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria



TEXAS DEPARTMENT OF TRANSPORTATION

TUCKER HILL AND STONEBRIDGE - LOOKING WEST

*These illustrative renderings are conceptual and subject to change.
Sound walls will only be considered if they are determined reasonable and feasible in an environmental study.*





TEXAS DEPARTMENT OF TRANSPORTATION

HEATHERWOOD - LOOKING WEST

*These illustrative renderings are conceptual and subject to change.
Sound walls will only be considered if they are determined reasonable and feasible in an environmental study.*



FUTURE NO BUILD



FUTURE BUILD WITH NO SOUNDWALLS



FUTURE BUILD WITH SOUNDWALLS



TEXAS DEPARTMENT OF TRANSPORTATION

WILLOW WOOD- LOOKING EAST

*These illustrative renderings are conceptual and subject to change.
Sound walls will only be considered if they are determined reasonable and feasible in an environmental study.*



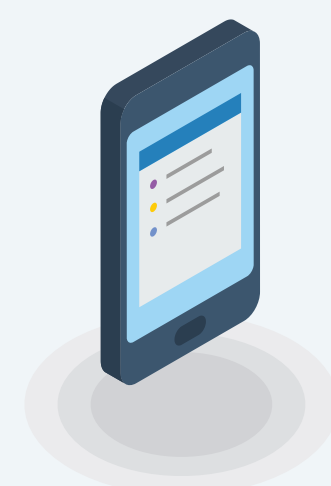


TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

Please fill out a survey about the freeway options for US 380 in Collin County.

YOU CAN PROVIDE INPUT BY:



USING YOUR PHONE

Visit www.Drive380.com



USING A COMPUTER

Computers are available here, or you can fill out the comment form at home.



FILLING OUT

a comment form.

COMMENTS MUST BE MADE BY MAY 24, 2019



TEXAS DEPARTMENT OF TRANSPORTATION



STEPHEN ENDRES, P.E.
TXDOT PROJECT MANAGER

STEPHEN.ENDRES@TXDOT.GOV

(214) 320-4469

TONY KIMMEY, P.E.
STUDY TEAM PROJECT MANAGER

TKIMMEY@BURNSMCD.COM

(972) 455-3112

MICHELLE RAGLON
TXDOT PUBLIC INFORMATION OFFICER

MICHELLE.RAGLON@TXDOT.GOV

(214) 320-4480



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FOR MORE INFORMATION



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COMMENT STATION



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RIGHT OF WAY



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THIS WAY TO PRESENTATION



BOARDS AND EXHIBITS WILL BE
AVAILABLE FOR VIEWING
AFTER THE PRESENTATION



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THIS WAY TO PRESENTATION



BOARDS AND EXHIBITS WILL BE
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AFTER THE PRESENTATION



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REGISTRATION