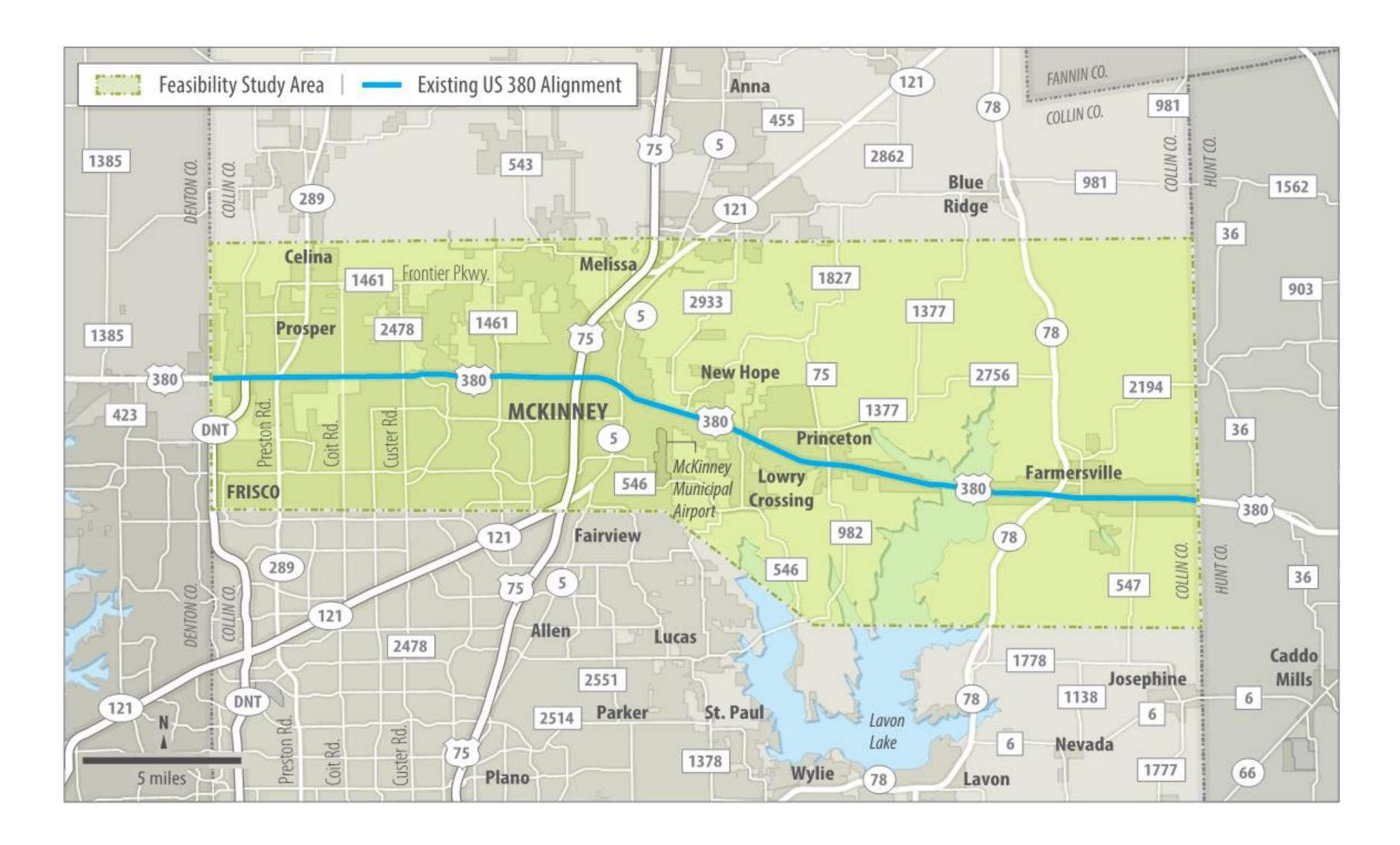
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WELCOME US 380 COLLIN COUNTY FEASIBILITY STUDY





DALLAS DISTRICT MEETING WITH AFFECTED PROPERTY **OWNERS**

MARCH 21, 2019 6:00 TO 8:00 P.M.



NEW ALIGNMENT SEGMENT - RED D



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Why? • Aligns with GREEN B

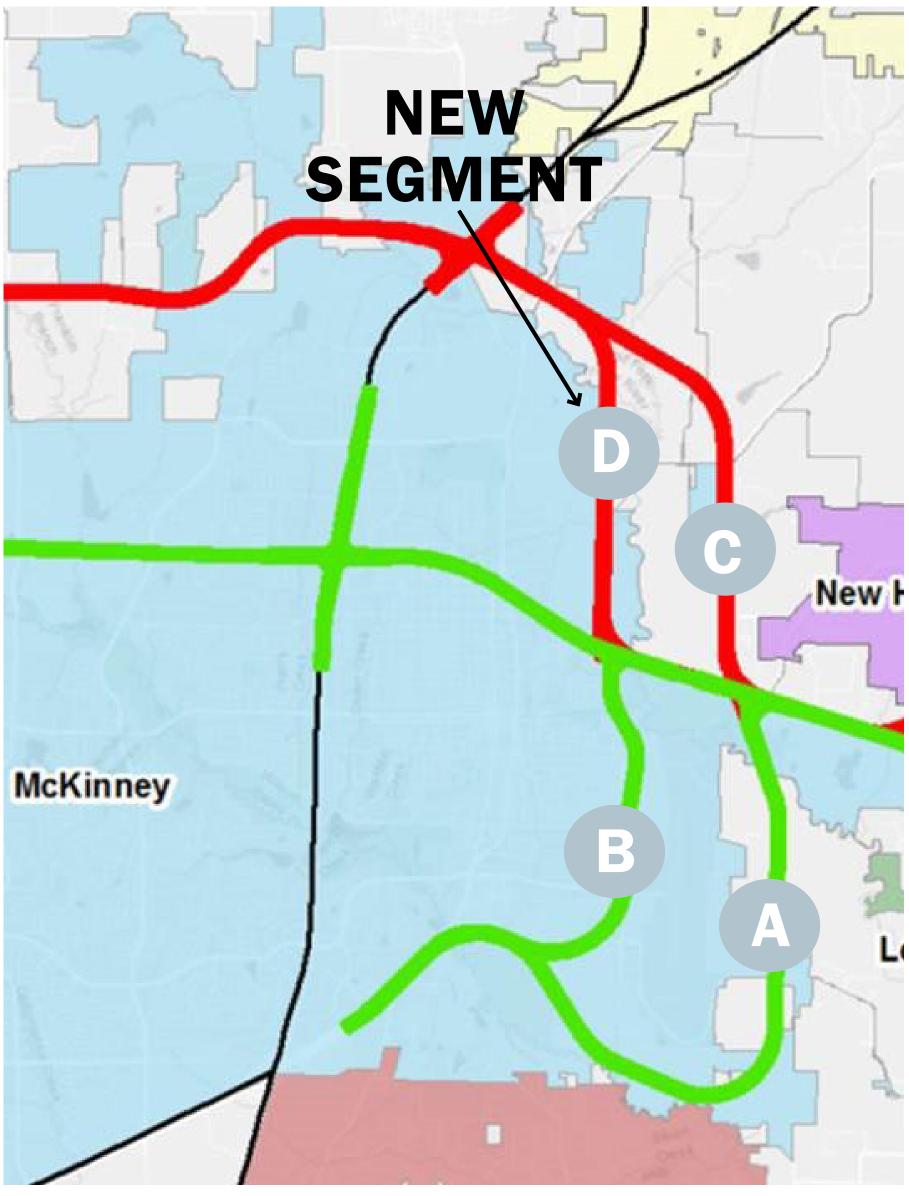
Why does GREEN B matter?

• Fewer impacts to parks than the GREEN A alignment

 In 2045 will carry approximately 50% more traffic than GREEN A

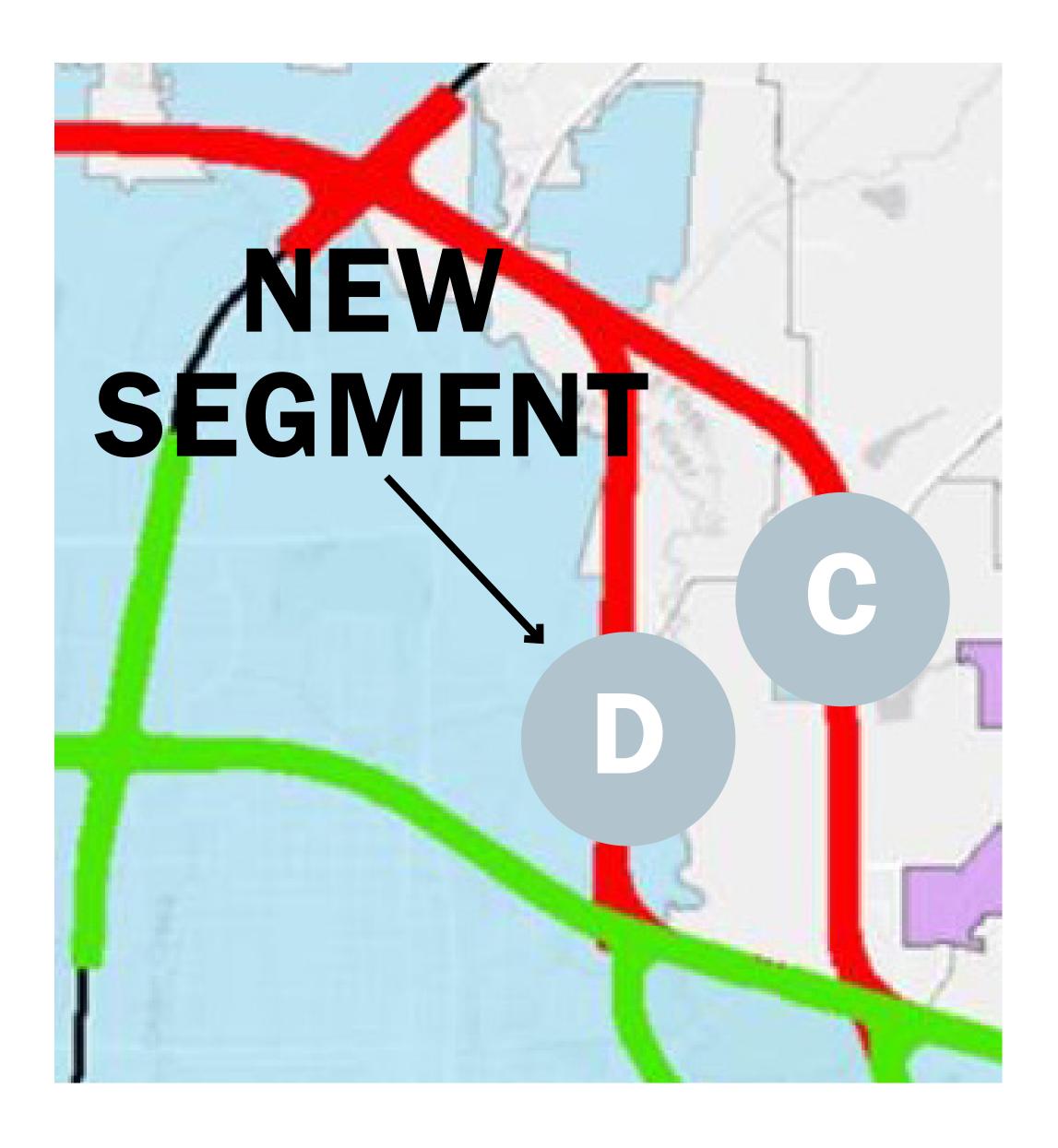


Spring 2019





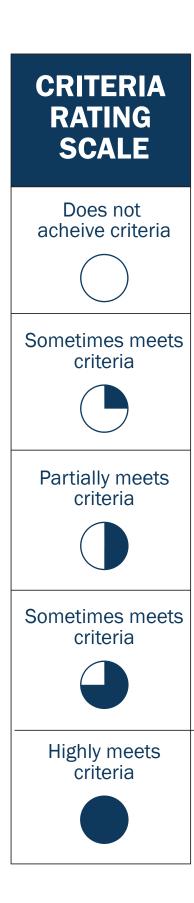




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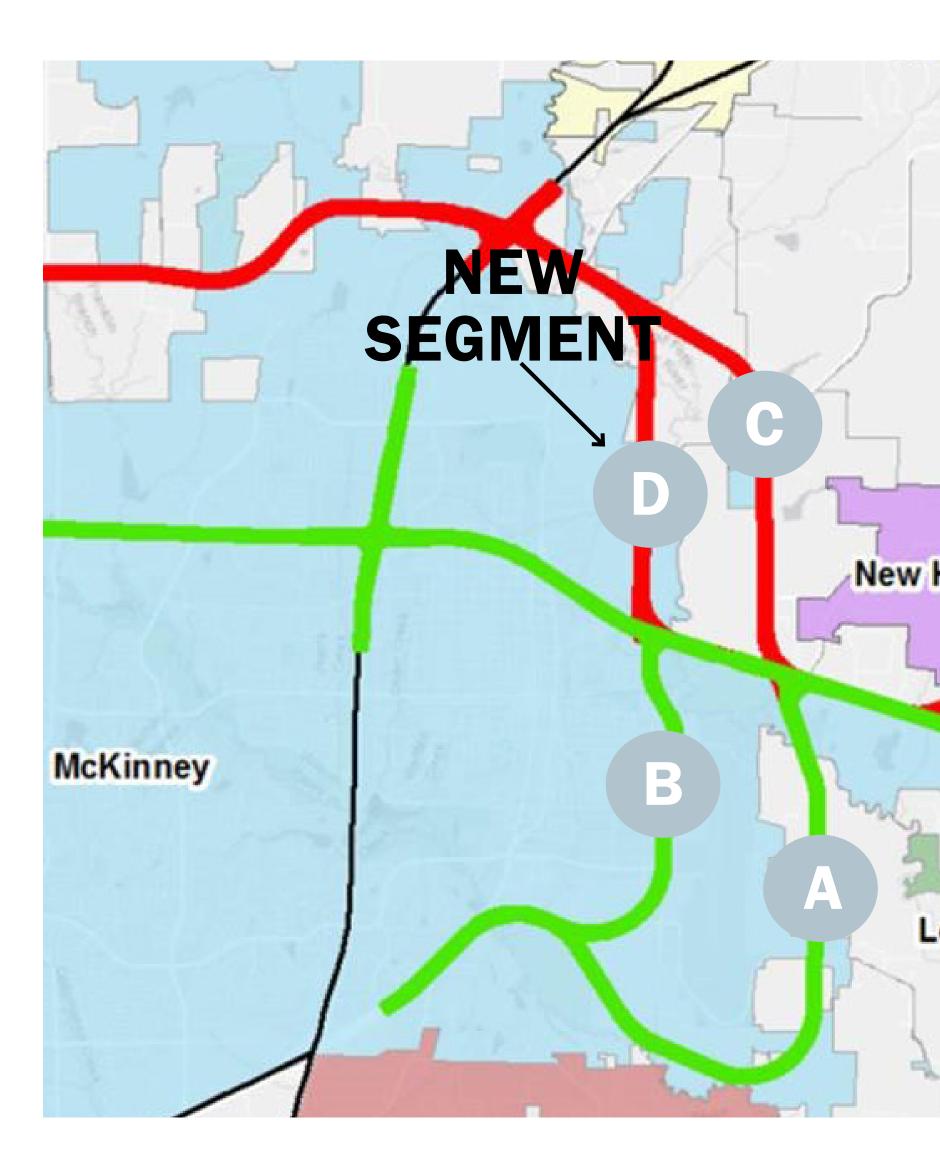
COMPARE THE ALIGNMENTS

Evaluation Category	No Build	Red Alignment Option C	Red Alignment Option D
Number of Residential Property Impacts	0	11	2
Number of Current Residential Displacements	0	8	6
Number of Business Impacts	0	1	2
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	0	1
Number of Business Displacements	0	1	1
Future Development Impacts (acres)	0	5	2.7
Environmental, Watershed, and Park Land Impacts (acres)	0	48	115
Cost - includes construction, ROW, utility relocation	0	\$185M	\$294M
Enhances Regional Mobility	\bigcirc		
Satisfies Travel Demand	\bigcirc		
Enhances Safety	\bigcirc		
Supports Future Regional Economic Growth	\bigcirc		



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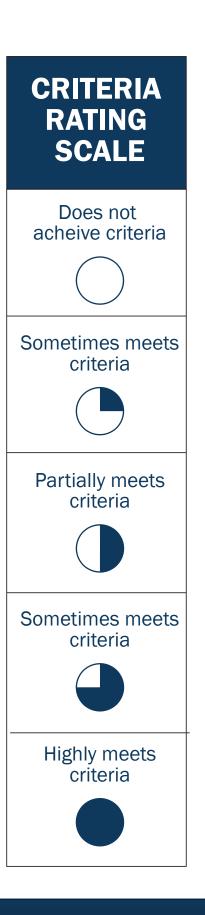


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COMPARE THE ALIGNMENTS

Evaluation Category	No Build	Red Alignment Option C + Green Alignment Option A	Red Alignment Option D + Green Alignment Option B	
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	
Future Development Impacts (acres)	0	16.1	8.2	
Environmental, Watershed, and Park Land Impacts (acres)	0	221	236	
Cost - includes construction, ROW, utility relocation	0	\$618M	\$560M	
Enhances Regional Mobility	\bigcirc			
Satisfies Travel Demand	\bigcirc			
Enhances Safety	\bigcirc			
Supports Future Regional Economic Growth	\bigcirc			









Comment forms and emails must be submitted or postmarked by



EMAIL COMMENT FORM TO Stephen.Endres@txdot.gov

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APRIL 5, 2019

to be included in the MAPO documentation.



FILLING OUT a comment form tonight or mailing one in later

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FEASIBILITY STUDY PROCESS

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	
 One-on-one meetings with partners Technical work sessions 	comment periodElected leader	 Input analyzed TxDOT selects alignments for the study team to refine further 	 Public meeting and comment period Key stakeholder and elected leader 	 Public comments analyzed Complete additional and more in-depth analysis* 	 Public meetings and comment period Elected leader outreach and council 	 Recommend long and short term improvements as well as regional action items 	
	 presentations Stakeholder work groups 	 Evaluation of alignments 	outreach	We Are	presentations • Stakeholder work groups TXDOT selects		
Alignment trends	5 alignment options		2 alignments with options		recommended alignment		
			*ADDITIONAL ANALYSIS				
			 Economic impacts by alignments. 				

- Preliminary noise analysis.



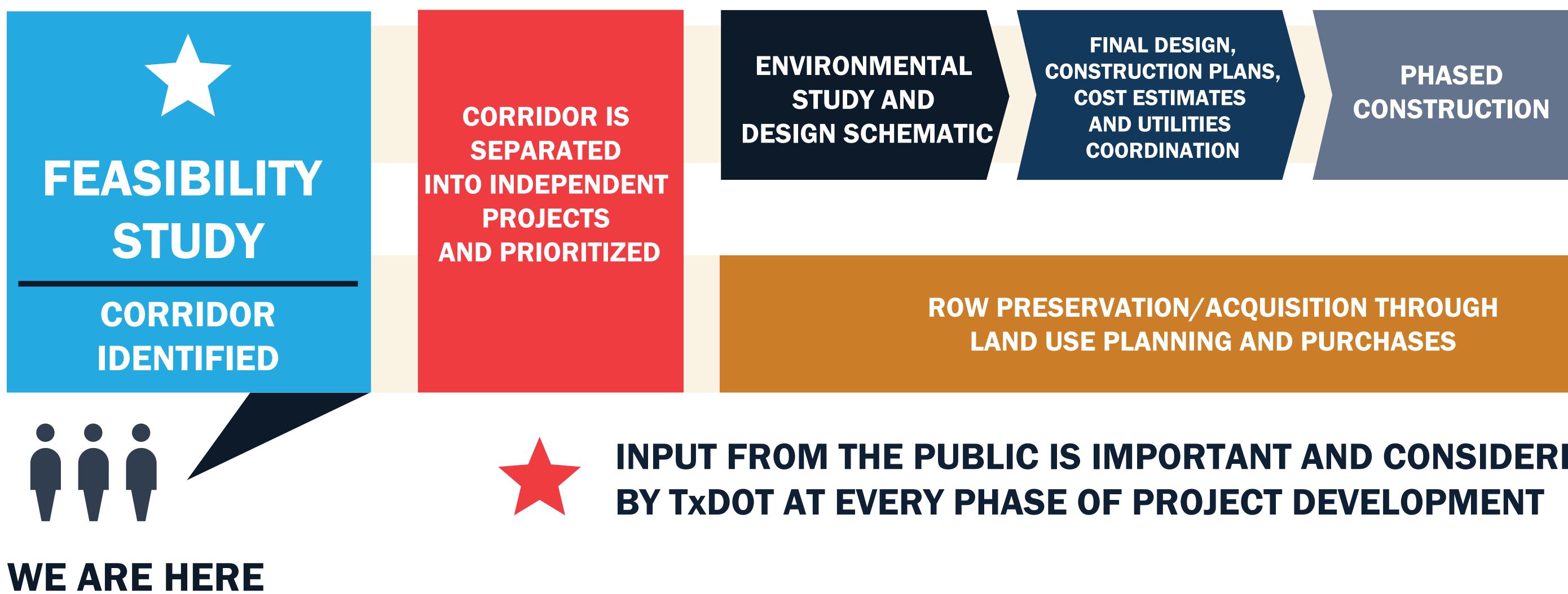
More specific input from potentially affected property owners & stakeholders.

• Travel demand modeling including full build out model and demographics.



TOGETHER WE HAVE DONE EXTENSIVE ANALYSIS OF THE NEED AND POTENTIAL SOLUTIONS.

Decisions about the next steps of this corridor the process will take time - that is why it is so important that we start NOW to plan for our future.



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INPUT FROM THE PUBLIC IS IMPORTANT AND CONSIDERED



STEPHEN ENDRES, P.E. TXDOT PROJECT MANAGER

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TEXAS DEPARTMENT OF TRANSPORTATION



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THANK YOUL PLEASE VISIT WWW.DRIVE380.COM FOR MORE INFORMATION

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