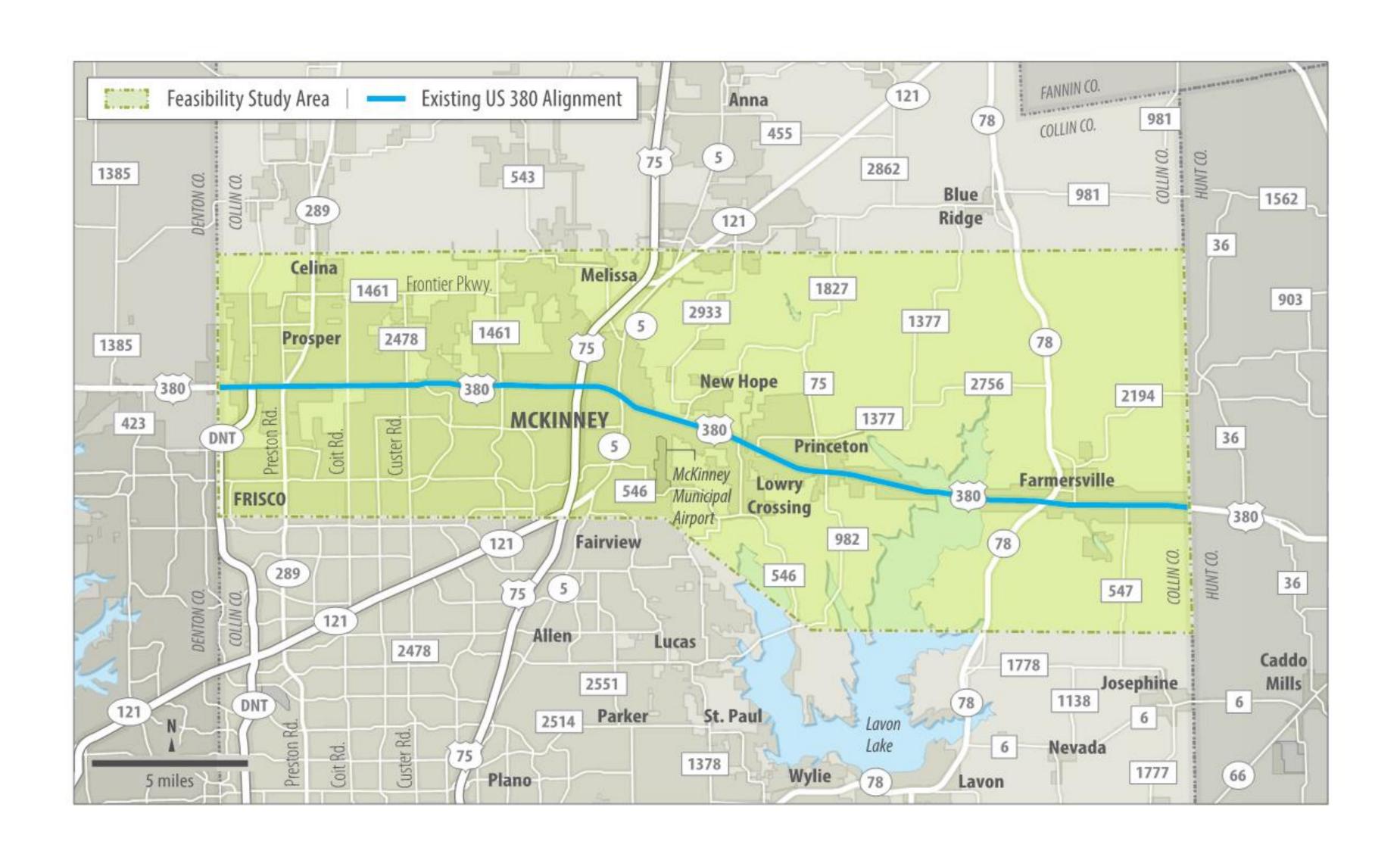


WELCOME

US 380 COLLIN COUNTY FEASIBILITY STUDY



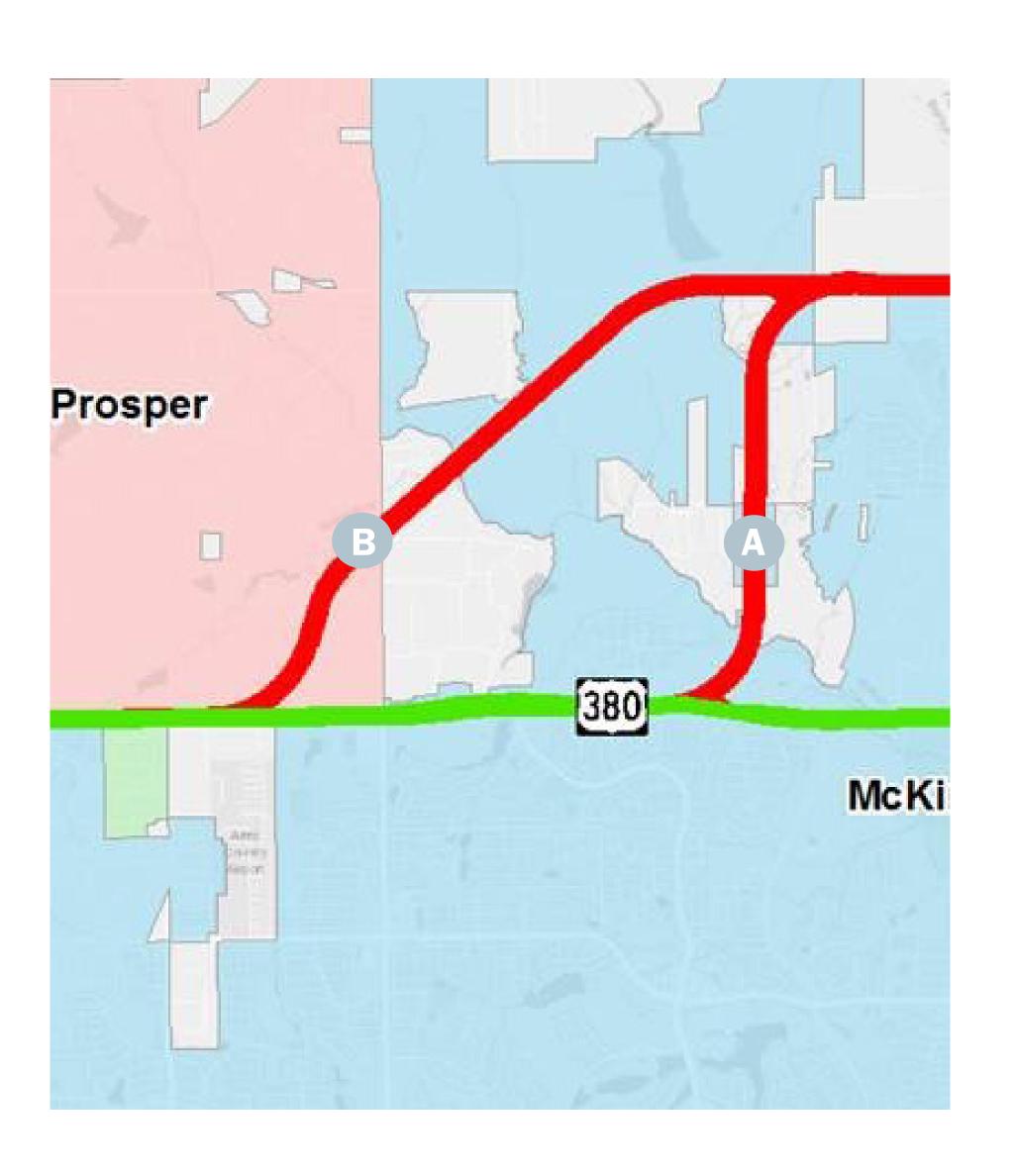
DALLAS DISTRIC1

MEETING WITH AFFECTED PROPERTY OWNERS

MARCH 28, 2019 6:00 TO 8:00 P.M.

NEW ALIGNMENT SEGMENT - RED E

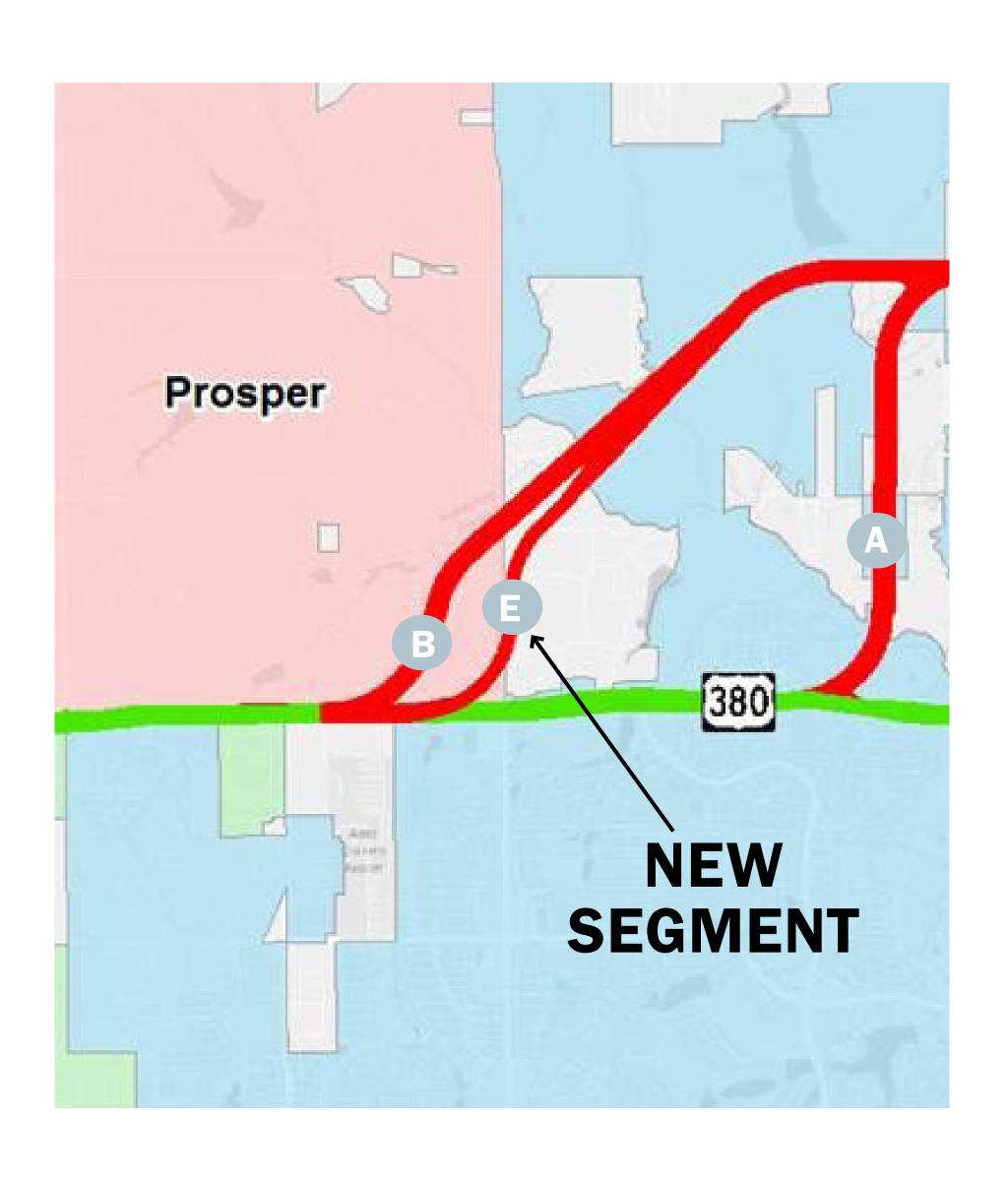
Fall 2018



Why?

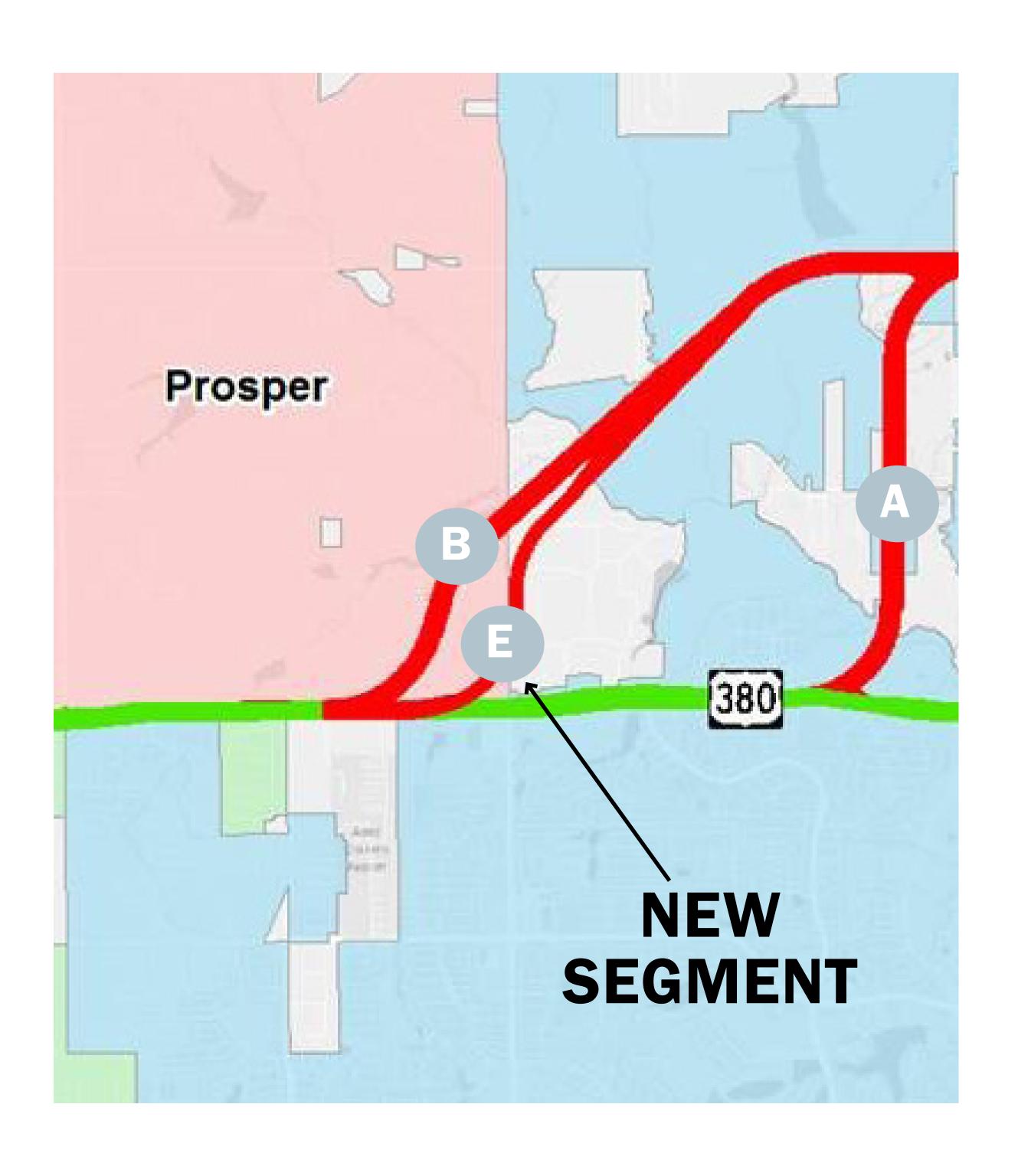
 We conducted additional engineering analysis and thought it prudent to get input on another option in the area



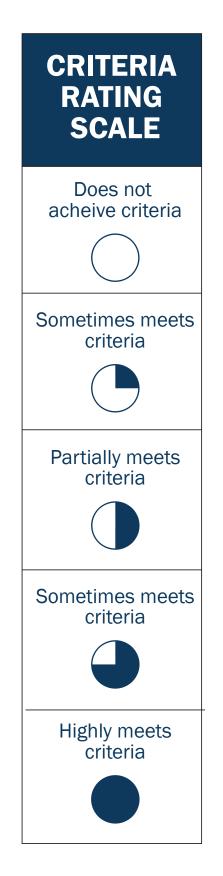




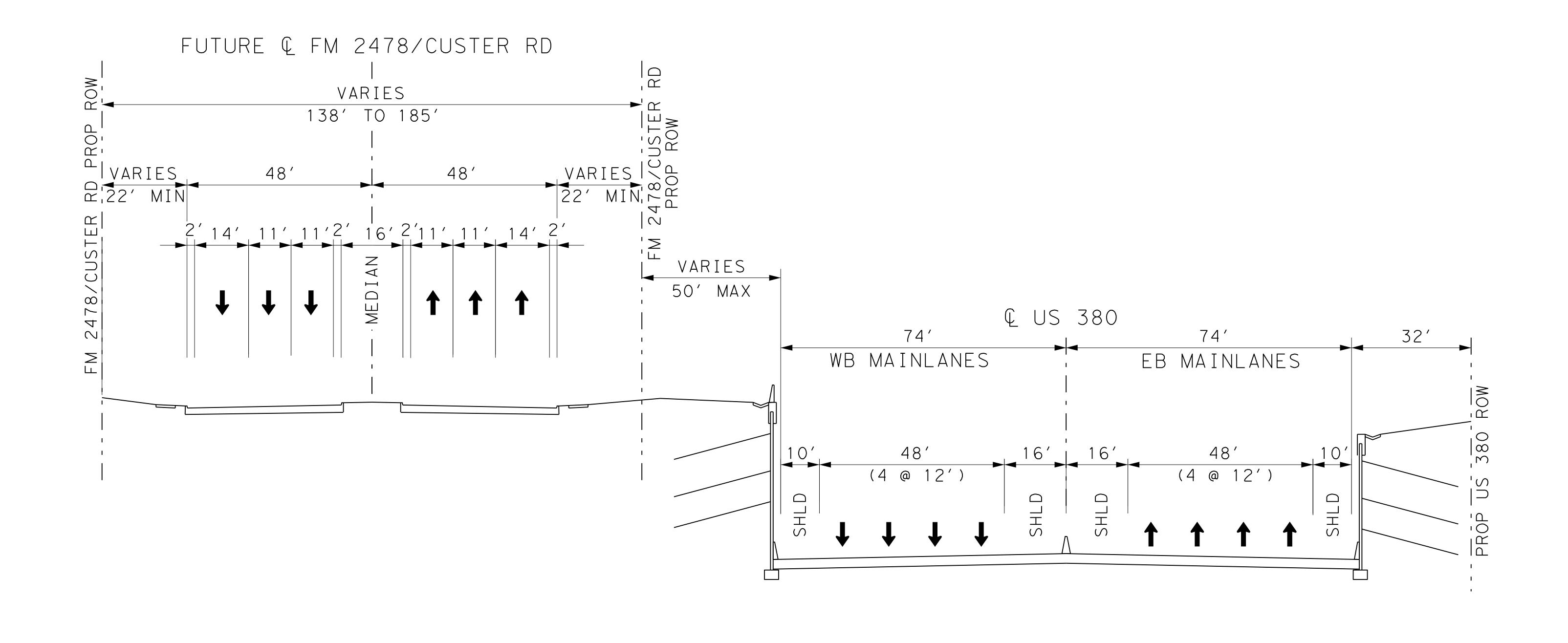
COMPARE THE RED ALIGNMENTS



Evaluation Category	No Build	Red Alignment Option A	Red Alignment Option B	Red Alignment Option E
Number of Residential Property Impacts	0	11	10	13
Number of Current Residential Displacements	0	5	2	7
Number of Business Impacts	0	15	2	6
Number of Business Induced Displacements	0	1	0	1
Number of Business Direct Displacements	0	14	1	4
Number of Business Displacements	0	15	1	5
Future Development Impacts (acres)	0	11	89	51.7
Environmental, Watershed, and Park Land Impacts (acres)	0	30	16	8.5
Cost - includes construction, ROW, utility relocation	0	\$331M	\$192M	\$253M
Enhances Regional Mobility				
Satisfies Travel Demand				
Enhances Safety				
Supports Future Regional Economic Growth				



CUSTER ROAD AND THE RED E ALIGNMENT - LOOKING NORTH



HOW TO PROVIDE INPUT

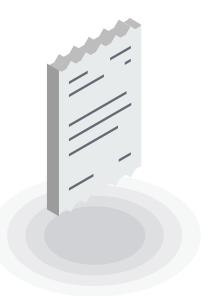
Comment forms and emails must be submitted or postmarked by

APRIL 12, 2019

to be included in the MAPO documentation.



EMAIL COMMENT FORM TO
Stephen.Endres@txdot.gov



FILLING OUT
a comment form tonight
or mailing one in later



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 Evaluation of alignments 	 Public meeting and comment period Key stakeholder and elected leader outreach 	 Public comments analyzed Complete additional and more in-depth analysis* 	 Public meetings and comment period Elected leader outreach and council presentations Stakeholder work groups TxDOT selects	• Recommend long and short term improvements as well as regional action items
Alignment trends	5 alignment options		2 alignments with options Here		recommended alignment	

*ADDITIONAL ANALYSIS

- 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.



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.



CORRIDOR IDENTIFIED



CORRIDOR IS
SEPARATED
INTO INDEPENDENT
PROJECTS
AND PRIORITIZED

ENVIRONMENTAL
STUDY AND
DESIGN SCHEMATIC

FINAL DESIGN,
CONSTRUCTION PLANS,
COST ESTIMATES
AND UTILITIES
COORDINATION

PHASED CONSTRUCTION

ROW PRESERVATION/ACQUISITION THROUGH LAND USE PLANNING AND PURCHASES



INPUT FROM THE PUBLIC IS IMPORTANT AND CONSIDERED BY TXDOT AT EVERY PHASE OF PROJECT DEVELOPMENT





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THANK YOUL

PLEASE VISIT

WWW.DRIVE380.COM

FOR MORE INFORMATION