



US 380 Denton County Feasibility Study

Public Meeting Script

SLIDE 1 – Welcome Slide

Hello and welcome to the US 380 Denton County Feasibility Study public meeting. We appreciate your interest in this study and thank you for your participation.

Please note, you can pause this presentation at any point to allow more time to view the slides.

SLIDE 2 –Public Meeting Purpose

This public meeting has been convened by TxDOT and is being held to receive and consider comments regarding the US 380 Denton County Feasibility Study.

A public meeting has four essential purposes:

1. To inform the public of the project status and to present recommendations.
2. To describe the project so the public can determine how they may be affected.
3. To provide the public an opportunity to provide input.
4. And finally, to develop a record of public views and participation.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.

SLIDE 3 – Viewing Feasibility Study and Project Information

The study materials and other project information may be viewed at

www.keepitmovingdallas.com/US380DentonPM3

This presentation is intended to be a high-level overview of the feasibility study. Additional information can be viewed on the project website.

Slide 4 – Study Area

The US 380 Denton County Feasibility Study limits include US 380 from I-35 to the Collin County Line. The study area includes the area north and south of US 380 and includes the Cities of Denton, Providence Village, Frisco, Little Elm, Aubrey, Krugerville, and Celina, and the Towns of Prosper and Cross Roads.



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SLIDE 5 – Change in Study Area Land Use

Change in land use from 2015 to 2021 includes both residential and commercial development under construction now, as well as what has been approved for development by municipalities in the Study Area. Over 20,000 acres of farmland, ranch land, timberland, and vacant land has been or will be converted to single family or commercial use. This is equivalent to 15,000 football fields or even the size of some of the adjacent cities within the study area. It should be noted that this number is anticipated to increase as more developments are planned.

Slide 6 – Change in Study Area Population

Population in the Study Area has grown 92% from 2010 to 2020 and is expected to continue to rise at a rapid pace. With an estimated 80% of commuters driving alone, the increase in vehicles associated with population growth only adds to the already high regional east-west demand on US 380.

Significant population growth is one of the many reasons this study is critical in identifying a recommended alignment to preserve right of way.

SLIDE 7 – Traffic

The existing US 380 facility does not have sufficient capacity to handle current demand. The project in-progress right now on US 380 is expected to add capacity and provide safety enhancements, however it is not anticipated to address long-term demand for the corridor.

Construction on the grade separation project is planned to begin in January 2022 and is anticipated to last for 36 months.

As the demand grows within the study area and region, TxDOT is evaluating recommendations to address long-term demand.

SLIDE 8 – Study Details

US 380 provides vital connectivity between Collin and Denton counties, similar to I-20 for Dallas and Tarrant counties. One significant difference between I-20 and US 380 is that I-20 is a high-capacity freeway facility and US 380 is at most a six-lane arterial with limited capacity. Due to regional and local growth and the lack of high-capacity facilities within Denton and Collin counties, TxDOT and local agencies are working together on three major studies to add capacity and improve connectivity. These are the US 380 Denton County



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Feasibility Study, and the recently completed studies of Loop 288 in Denton County and US 380 in Collin County.

SLIDE 9 – Study Goals and Objectives

The study is anticipated to recommend a solution that has both regional and local benefits. One or more recommended alignments would enhance regional connectivity by providing an east-west connection serving Collin and Denton Counties. An additional regional objective is to further enhance safety of the corridor as the region continues to grow. Locally, a recommended alignment would help provide reliable travel time and minimize congestion, enhance driver expectations, minimize human and environmental impacts, and provide roadway network reliability.

SLIDE 10 – October 2018 to Present: Input and Outreach Overview

Since October 2018, TxDOT has worked with the public to receive and consider comments regarding the US 380 Denton County Feasibility Study. Between spring and fall 2018, TxDOT collected data on the study area, leading to the development of many initial alternative alignments for US 380 in winter 2018. The first public meeting for the US 380 Denton County Feasibility Study occurred in January 2019. Between spring 2019 and summer 2020, TxDOT worked to narrow the initial alternatives to five conceptual alignments for the project, using public input and stakeholder feedback. In December 2020, a second public meeting was held virtually due to COVID-19. After the second public meeting, TxDOT refined the five conceptual alignments based on additional public input, resulting in a final recommended alignment. Now, we are holding a third public meeting, and the final study report will be completed in spring 2022.

SLIDE 11 – Public Meeting #1: Initial Universe of Alignments and Feedback

Public meeting #1 was held in January 2019 and the public provided input on their concerns about the existing US 380 alignments as well as potential improvements. Over 1,000 comments were received including 901 surveys. Based on survey feedback, individuals expressed that congestion and safety were of greatest concern. 51% of individuals felt that improving the existing US 380 was the best solution for the area. Lastly, when presented with proposed alignments, 30% favored the existing alignment, and 14% believed the solution was north of the existing alignment. 28% of respondents were not sure what the best solution for the study area is. Using this feedback, TxDOT expanded the study limits north to evaluate additional east to west corridors such as the Outer Loop corridor and develop the conceptual alignments for public meeting #2.



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SLIDE 12 – Public Meeting #2: Draft Conceptual Alignments and Feedback

Public meeting #2 was held in December 2020 and the public provided input on the draft conceptual alignments that were presented in the virtual public meeting. Over 400 surveys and over 300 comments were received during the public comment period. Of the 400 survey responses, 72% preferred the blue alignment. Regarding the public's priorities for the project, minimizing human and environmental impacts, congestion, and safety were the three top priorities. And lastly, 68% of survey responses recognized the need for two freeways for the study area and 30% consider the Blue and Teal conceptual alignments the most necessary.

SLIDE 13 – Summary of Evaluation Criteria and Recommendations

This table summarizes the data and feedback received in Public Meeting #2 and includes an overall rating on how well each alternative addresses the study's criteria and/or goals and objectives. The symbols you see illustrate how well each alternative addressed the overall category's criteria. The filled circle indicates that the alternative highly meets the criteria and the empty circle indicates that the alternative did not meet the criteria. For simplicity, the more filled the circle the better the alternative did. For additional details regarding the evaluation and changes, please see the public meeting boards on the public meeting web page.

With that said, the Blue alternative achieved the highest rating and therefore it is TxDOT's recommended alignment for US 380.

SLIDE 14 – Study Recommendations – Further Evaluation

Unique to this study's findings, TxDOT is also recommending that the Teal alternative be recommended for future study as it will play an important role in serving future developments north of US 380 within Denton and Collin Counties.

For the purposes of this Public Meeting and for the US 380 Corridor, the remaining contents of this presentation will be focused on the US 380 recommended alignment, the Blue alternative.

SLIDE 15 – Study Recommendations

The map shown illustrates the recommended blue alignment from I-35 to the Denton/Collin County line. TxDOT will seek to provide a freeway corridor consisting of 6-8 mainlanes and 4-6 frontage road lanes which is anticipated to accommodate 2045 travel demand. Furthermore, the freeway is anticipated to reduce



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crash rates. Overall, the anticipated total right of way width will vary in areas but is likely to be between 350'-400'.

Slide 16 – Study Recommendations

Based on public input from public meeting #2, adjustments to the alignments were made and are represented in the map shown. The dotted lines represent public meeting #2 alignments, and the solid lines represent the study primary recommendation, the blue line, and the alignment recommended for further study, the teal line. The teal alignment, based on public and local agency feedback, was adjusted to provide direct access to I-35 and minimize impacts to existing residences. The blue alignment, based on public feedback, was adjusted to avoid the developing Spiritas Ranch in Little Elm and minimize impacts in the US 380/Loop 288 connection. To reiterate, the US 380 recommended alignment is the solid blue alignment.

Slide 17 – Key Factors for Decision

Many factors contributed to TxDOT's recommendation, including estimated travel delay throughout Denton County. The table shown illustrates what annual hours of delay would be experienced if one of the alignments considered during public meeting number two were constructed. Due to the growth in the region, all build alternatives would significantly reduce regional delay, however the blue alignment would bring the most reduction of travel delays.

Slide 18 – Key Factors for Decision

A key factor for TxDOT's recommended alignment decision was the anticipated delay or forecasted congestion for the US 380 corridor. The table shown illustrates what delay or congestion currently exists along the corridor in the 2020 Existing row and what is anticipated by 2045 for different alternatives. As you can see in the 2045 In-Progress row, if no additional improvements are made along the corridor beyond the in-progress project, congestion is anticipated to increase over 200%, making it three times what was experienced in the year 2020.

Overall, you'll notice that the Blue alternative significantly outperformed all other alternatives in the year 2045. The purple, yellow, orange, and teal alternatives were unable to effectively serve travel demand which is concentrated along the US 380 corridor due to the location of development and lack of nearby alternative routes.

SLIDE 19 – Next Steps

Once the Feasibility Study is completed in 2022, the next steps for this project are outlined here. Once the corridor is identified, it may be separated into independent projects which are prioritized based on need. The projects are then moved to the Environmental studies and schematic phase: in this phase, other viable alignments or changes to alignments can still be considered during environmental studies. Once the



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environmental study is complete, final design and construction plans are developed. Phased construction cannot begin until funding is identified.

The study recognized the urgency to acquire the necessary right of way for the improvements as soon as possible in order to minimize future displacements. Phased construction projects for this recommendation would likely include phasing of the US 380 and Loop 288 connection, the construction of frontage roads for Loop 288, and then ultimately the new freeway of US 380.

SLIDE 20 – How to Submit Your Comments

Following this public meeting, the Department will continue to refine the recommended alignment. Your comments will be considered and will be responded to in a public meeting summary report.

Comments will be accepted in several ways. You may complete an online comment form, submit a written comment via email to Stephen.Endres@txdot.gov, submit a written comment via US mail to TxDOT Dallas District Office, Attention Stephen Endres, P.E., 4777 E. Highway 80, Mesquite, TX 75150, or leave a verbal comment via voicemail at (833) 933-0439.

Comments must be received or postmarked within 15 days of the meeting date, which is December 17, 2021, to be part of the official virtual public meeting record.

Questions on this project may be directed to the TxDOT Project Manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov.

SLIDE 21 – Thank you!

We appreciate your participation and interest concerning the US 380 Denton County Feasibility Study.

Thank you, this concludes the presentation.