



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

### **SLIDE 1 – Welcome Slide**

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

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

### **SLIDE 2 – Virtual Public Meeting Response to Public Health**

Given the unique circumstances of the COVID-19 outbreak, along with our commitment to protecting our public health during this pandemic, the Texas Department of Transportation is conducting virtual public meetings until further notice to avoid in-person contact. At this time, the virtual format is being held in lieu of an in-person public meeting.

This presentation will cover the same information that the Dallas District would have shared at the in-person public meeting. However, the comment process will be different. Details on how to submit a comment and how to have your questions addressed will be covered later in this presentation. All project information can be found on the project website at [www.drive380.com](http://www.drive380.com).

### **SLIDE 3 – Virtual Public Meeting Purpose**

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

You may have attended previous public meetings conducted by TxDOT. However, for the benefit of those who have never attended one, I will explain why and how the Department conducts a public meeting.

A public meeting has four essential purposes:

1. To inform the public of the status of planning efforts on the project and to present the recommendations based on studies performed to date.
2. To describe the project to the public including known potential project impacts to the human and natural environment.
3. To provide the public an opportunity to view information and express their ideas and concerns at this stage in the planning process when flexibility to respond to comments exists and before location and design decisions are finalized.



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This virtual 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 4 – How to Submit Your Comments**

Following this virtual public meeting, the Department will continue to refine the alignment to a 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 our survey, fill out an online comment form, submit a written comment via email to [Stephen.Endres@txdot.gov](mailto: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) 933-0435.

Comments must be received or postmarked within 15 days of the meeting date, which is December 17, 2020, 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](mailto:Stephen.Endres@txdot.gov).

### **SLIDE 5 – Viewing Feasibility Study and Project Information**

I will now explain the study purpose, alternatives being analyzed, and the process for evaluation. The study materials and other project information for the US 380 Denton County Feasibility Study may be viewed at [www.keepitmovingdallas.com/US380DentonPM2](http://www.keepitmovingdallas.com/US380DentonPM2). The information on this website is the same information being presented in this presentation.

### **Slide 6 – Study Area**

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



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

### **SLIDE 7 – 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 6-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 Feasibility Study, and the recently completed studies of Loop 288 in Denton County, and US 380 in Collin County. In twenty-five years, Collin and Denton Counties both are expected to double in population, nearing or exceeding two million people each. This is close to the existing population of Dallas and Tarrant counties, one can see the difference in current transportation infrastructure.

### **SLIDE 8 – Purpose of Study**

The demand on US 380 in Denton County continues to increase at a rapid pace. The capacity of the existing four-lane arterial is insufficient for current demand. The in-progress project, set to begin construction in 2021, will widen the existing US 380 to add capacity and provide safety enhancements with overpasses and a raised median to address current mobility issues. As demand grows within the study area and region, this study will help to identify future feasible recommendations such as a recommended alignment for one or more freeway type roadways.

### **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. Locally, a recommended alignment would help to provide reliable travel time and minimize congestion, enhance driver expectations, minimize human and environmental impacts, and provide roadway network reliability.

### **SLIDE 10 – Existing Conditions – Growth of Study Area**

This chart shows the historical population data within the study area and indicates the rapid growth over the past 10 years. A similar trend is shown with the cities adjacent to the study area. With an estimated 80% of commuters driving alone, the increase in vehicles associated with population growth only adds to the already significant regional east-west demand on US 380.



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

### SLIDE 11 – Existing Conditions – Planned TxDOT Improvements

TxDOT has several planned improvement projects in the study area, in various phases of completion. These include improvements that will enhance local and regional travel. Grade Separations on US 380 at multiple intersections are in process as well as several arterial improvements. The environmental and schematic phase has begun for a freeway along US 380 in Collin County and 6-lane arterial widening for roadways such as US 377, FM 2931 and FM 1385. Furthermore, TxDOT is working with local and regional agencies regarding future plans in both Denton and Collin counties, as well as the Loop 288 extension west of Interstate 35. There are no east west arterial schematics in development in this this area, other than the In-progress project on US 380.

### SLIDE 12 – Study Area Constraints

As shown on the map, environmental resources and current and future development are constraints that limit opportunities for an ideal roadway grid system. Because of these constraints, US 380 serves as the primary east-west roadway within the Greenbelt area shown. Between Lake Ray Roberts and Lake Lewisville is the Greenbelt corridor which is owned by the United State Army Corps of Engineers and leased by the Texas Parks and Wildlife. In addition, residential and commercial development continues to increase, shown by the blue, yellow, and red on the map. Blue is less dense, while red to yellow is denser. Yellow represents the highest density of development. Another constraint is the Dallas North Tollway, also known as DNT, which owned and maintained by North Texas Tollway Authority. While DNT will be a high-capacity facility it will require users to pay a toll.

### SLIDE 13 – Change in Land Use

Change in land use from 2015 to 2019 includes both residential and commercial development in 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.

### SLIDE 14 – Environmental Constraints Map

The project Environmental Constraints Map is used to help planners and engineers determine the least impactful method to fulfill the goals and objectives of the study. The full map can be viewed on the project website. Environmental studies for this project are ongoing.



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

### SLIDE 15 – Existing Typical Section

The existing conditions of US 380 serve as a baseline for evaluations for this study. Due to the lack of capacity, the existing configuration is insufficient to address traffic in peak hour periods and is rated, in engineering terms, an “F” level of service.

### SLIDE 16 – In-Progress Project

The in-progress project involves upgrading the existing facility to a six-lane roadway with raised medians and grade separations at key intersections. This project will improve the level of service at key intersections but does not accommodate the 2045 forecasted travel demand. The key intersections include FM 720, Legacy Drive, Teel Parkway, Navo Road, and FM 423. Construction is anticipated to start in 2021.

### SLIDE 17 – Proposed Roadway Typical Section – Controlled Access Freeway

If a controlled access highway were to be constructed, traffic congestion would be expected to decrease and mobility throughout the corridor would increase due to the additional capacity. Controlled access highways with frontage roads use ramps to allow motorists to enter and exit the highway, and separate high-speed and low-speed motorists, which further enhances safety.

### SLIDE 18 – Initial Universe of Alignments and Feedback from Public Meeting #1

Public Meeting #1 was conducted in January 2019 and several potential alignments were presented for the public to provide feedback on. The alignments included alternatives that ran to both the north and south of the existing US 380 alignment. The public was also able to provide feedback on their priorities for the corridor. Congestion and Safety were listed as the top concerns for the US 380 corridor as well as the identification of limited alternative routes for travel.

### SLIDE 19 – Draft Conceptual Alignments (Routes)

Based on public input, as well as coordination with stakeholders, local governments, and agencies, the study area was expanded to the north and the number of alignments under consideration was narrowed.

There are five conceptual alignments currently being studied for the project. The alignments are shown labeled by color, including Blue, Yellow, Orange, Purple, and Teal.

Recommendations from the US 380 Collin County Feasibility Study were also incorporated into this map. Shown as a red dotted line, the existing US 380 is recommended to be a freeway starting from FM 423 and into Collin County.



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

### **SLIDE 20 – Draft Conceptual Alignments - Blue Route**

A significant constraint within the study area are the existing developments immediately north and south of the existing US 380 corridor which is why the Blue alignment is the only option shown which follows the existing US 380 alignment. Due to these constraints, it was necessary to develop alternative alignments at the interchange of Dallas North Tollway and US 380 in Collin County. The bends and curves in all the alignments are TxDOT's attempt to avoid development occurring throughout the study area.

### **SLIDE 21 – Draft Conceptual Alignments - Yellow**

The Yellow alignment would be new and provides an alternative alignment to divert from the existing US 380 corridor to connect to the Purple alignment. It would depart the existing US 380 alignment with a Northwestern direction that travels along Frontier Parkway and then west to intersect with FM 428. The alignment follows FM 428 to SL 288 and then continues along SL 288 to I-35. This alignment would provide a new roadway crossing at the Greenbelt.

### **SLIDE 22 – Draft Conceptual Alignments Purple**

The purple alignment would be new and utilizes the Dallas North Tollway north to Frontier Parkway and travels west to intersect with FM 428. The alignment follows FM 428 to SL 288 and then continues along SL 288 to I-35. This alignment would provide a new roadway crossing at the Greenbelt. Tolls would be charged for any usage of the Dallas North Tollway.

### **SLIDE 23- Draft Conceptual Alignments – Orange**

The orange alignment would be new and utilize the Dallas North Tollway north, follows FM 428 west and travels southwest to intersect with US 377 and continues along the existing US 380 to SL 288. The alignment then continues along SL 288 to I-35. Tolls would be charged for any usage of the Dallas North Tollway.

### **SLIDE 24- Draft Conceptual Alignments – Teal**

Drivers wanting to utilize Teal alignment would depart US 380 at the interchange and use the Dallas North Tollway to avoid the existing US 380 corridor. The alignment would extend from the Dallas North Tollway to FM 428 and travels west along the Future Outer Loop extension. It uses FM 428 to travel south to connect to Loop 288. The alignment then follows Loop 288 to I-35. Tolls would be charged for any usage of the Dallas North Tollway.



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## Virtual Public Meeting Script

### SLIDE 25 – Evaluation Criteria

Many factors are considered to compare and evaluate each alignment. Evaluation criteria can be grouped into engineering, environmental, and economic factors. As part of the evaluation process, data is collected in each of these areas to fully understand the impact of each alignment.

### SLIDE 26 – Evaluation Criteria – Engineering/Mobility

Engineering and mobility factors for evaluation include reviewing alignments that minimize risk for crashes and provide a level of service that is acceptable or good for traffic travel time. As shown in the matrix, Blue is the shortest and most direct route whereas orange and teal were identified as having the longest route for drivers traveling from Dallas North Tollway to I-35. Yellow and Purple were indicated to have a higher crash rate due to the number of curves. All the alternative alignments have an acceptable or good rating for Level of Service, however, only the Blue option is anticipated to have an acceptable level-of-service for the existing US 380.

### SLIDE 27 – Evaluation Criteria - Environmental

Environmental evaluation criteria include reviewing alignments that minimize the number of impacts to residential and commercial existing/future development, USACE Protected Lands, Floodplains and Floodways, as well as considering stakeholder and public input. The matrix shown provides both values and how well the alignment achieved the criteria compared to the others. The USACE Greenbelt is a significant constraint for the area and is continuing to be evaluated as the study progresses.

### SLIDE 28 – Evaluation Criteria - Economics

Economic evaluation factors considered during the evaluation include minimizing construction costs as well as acres of right-of-way needed for an alignment. The matrix shown, provides both values and how well the alignment achieved the criteria compared to the others.

### SLIDE 29 – Project Timeline



# US 380 Denton County Feasibility Study

## Virtual Public Meeting Script

Following this virtual public meeting, public input will be considered, and the alignments will continue to be studied and narrowed down, to ultimately identify a single recommended alignment. The recommended alignment will be presented at a public meeting tentatively planned to be held in Fall-Winter 2021.

### **SLIDE 30 – We Request Your Feedback**

The public comment period for this public meeting ends on December 17, 2020. As mentioned earlier, comments will be accepted in four ways, which are outlined here. Comments can be provided through completion of the online survey by clicking on the survey link provided. Comments can also be emailed or mailed to us. A comment form has been provided for your use. You may also leave verbal comments on the voicemail line. To be included in the project record, comments must be received or postmarked by December 17, 2020. All comments will be fully considered and responded to in the project record. This document will then be made available for public review at [www.keepitmovingdallas.com/US380DentonPM2](http://www.keepitmovingdallas.com/US380DentonPM2)

### **SLIDE 31 – “Thank You”**

We sincerely appreciate your participation and interest concerning the US 380 Denton County Feasibility Study. Your questions, comments, and concerns will receive careful consideration.

Thank you, this concludes the presentation.