

TEXAS DEPARTMENT OF TRANSPORTATION







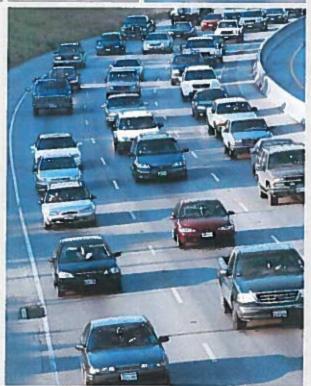




BE SAFE. DRIVE SMART.

US 380 COLLIN COUNTY FEASIBILITY STUDY

Farmersville City Council Meeting

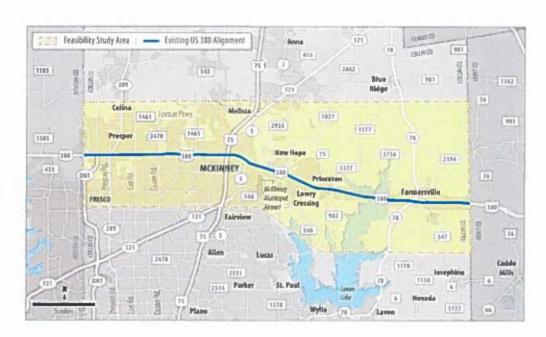


WELCOME

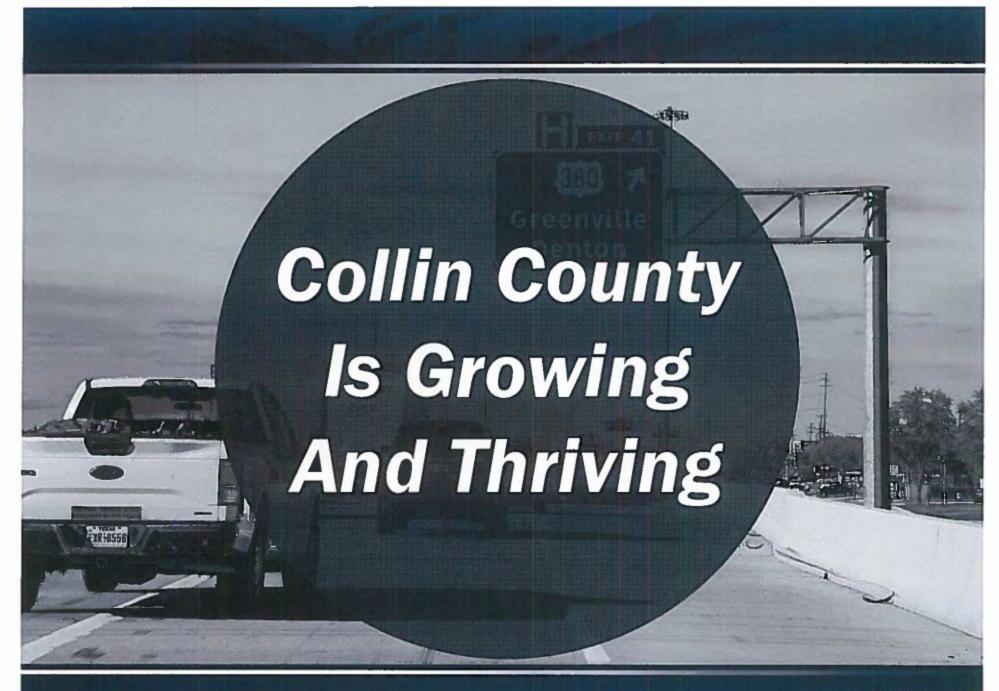
US 380 Collin County Feasibility Study

DALLAS DISTRICT PUBLIC MEETING

APRIL 26 - MAY 1 - MAY 3, 20186:00 P.M - 8:00 P.M.



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project is being, or has been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Population Growth

24%

INCREASE IN
COLLIN COUNTY
POPULATION FROM
2010 - 2017

QuickFacts Collin County, Texas US Census Bureau, 1 July 2017. Web. 23 April 2018. **166**%

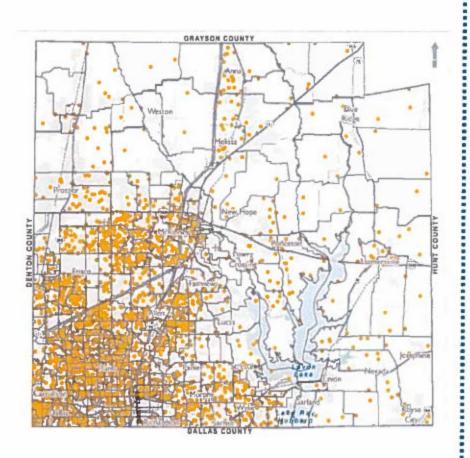
PROJECTED INCREASE
IN COLLIN COUNTY
POPULATION GROWTH FROM
2018 - 2040*

"2014 Texas Population Projections by Migration Scenario Data" Texas State Demographer, WEB. 23 April 2018. "Aggressive scenario based on observed Collin County growth from 2000-2010.

"The Dallas-Fort Worth-Arlington metro area added more people between 2015 and 2016 than any other metro in the country." - Texas State Demographer

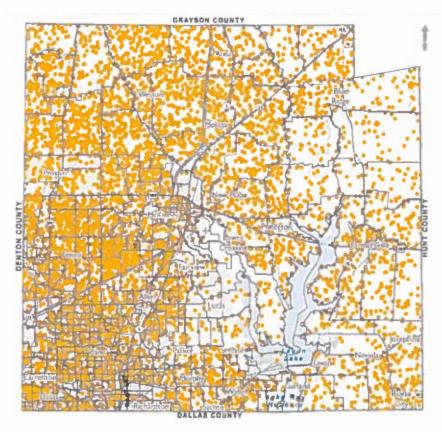
Population Growth

2012



PROJECTED

BUILD OUT



"Mobility Plan Update", Collin County, 2016

1 Dot = 250 Persons

Freeway Network Spacing

- OPTIMAL SPACING BETWEEN FREEWAYS/TOLLWAYS IS ABOUT 5 MILES IN AN URBAN AREA
- CURRENT FREEWAYS/TOLLWAYS
 SPACING IS BETWEEN 5 AND 8 MILES
 MOVING NORTH FROM DALLAS*
- SPACING BETWEEN SAM RAYBURN TOLLWAY (SH 121) AND THE FUTURE COLLIN COUNTY OUTER LOOP WILL BE APPROXIMATELY 14 MILES APART.

*Approximate distances measured from points halfway between DNT & US 75



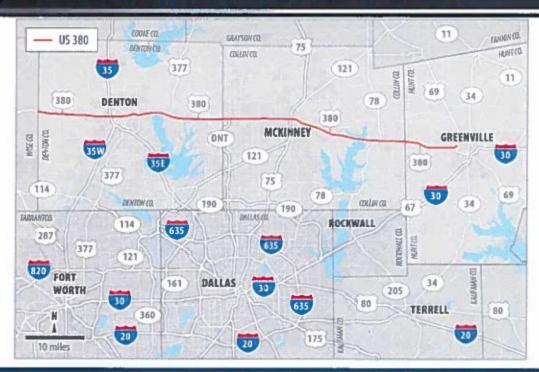




PLANNING FOR THE FUTURE

US 380 TODAY

US 380 Today



Existing Conditions

4 to 6 lane arterial

Rated in engineering terms as an F level of service (the worst)

Traffic over capacity during rush hours

Right of way between 130' wide and 180' wide

Traffic Increases on US 380

| Location | Percent Increase (2010-2016) | |
|----------------|------------------------------|--|
| Princeton | 50% | |
| West McKinney | 45% | |
| East McKinney | 34% | |
| Frisco/Prosper | 14% | |
| Farmersville | 14% | |



Traffic volumes across US 380 in Collin County grew by 30% between 2010 and 2016.

Source: TxDOT Historical AADT Counts, 2017

Few Planned Improvements for US 380

Prosper - Frisco

- Widen from 4 to 6 lanes and add access roads
 - Denton County line to east of SH 289
 - Year Open: 2018
- New interchanges along US 380 at DNT & SH 289
 - Year Open: 2028

McKinney - Princeton

- Widen from 4 to 6 lanes with a raised median
 - Airport Road to 4th Street
 - Completion Date TBD

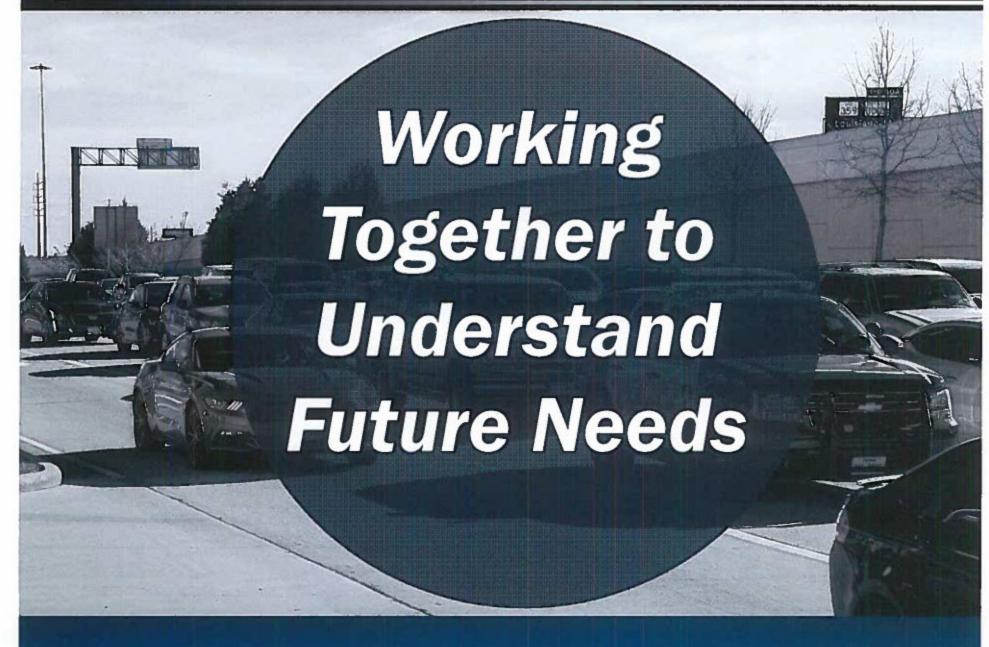
Princeton

- Add raised median
 - 4th Street to CR 985
 - Undergoing Planning Studies
 - Completion Date TBD

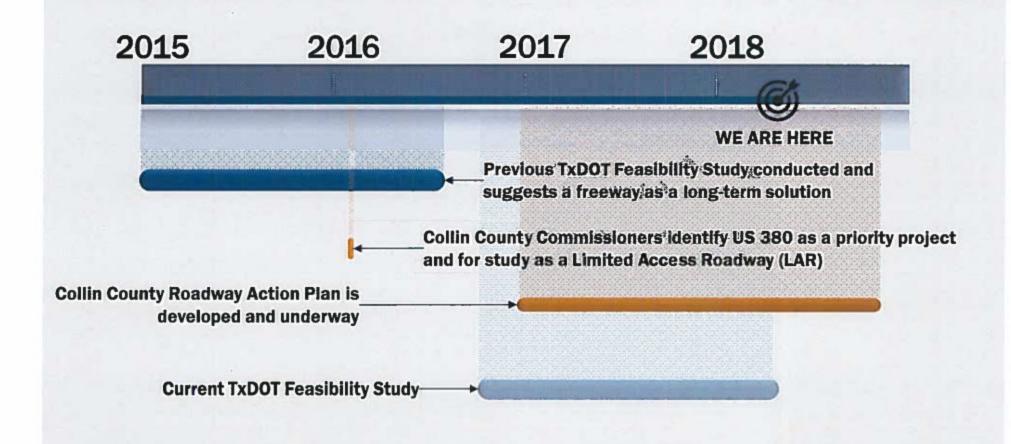
Few additional improvements are planned for US 380 in Collin County between now and 2045.



TEXAS DEPARTMENT OF TRANSPORTATION



US 380 History



Previous US 380 Study Recommendations

2016 TxDOT Feasibility Study

Studied a wide range of potential solutions for US 380 ranging from:

- Minor improvements
 - Adding turn lanes
- Moderate Improvements
 - Constructing overpasses or underpasses at select intersections
- Major Improvements
 - Existing US 380 as a freeway

Final Recommendation:

A freeway "provides the best mobility and safety, and addresses the long term needs of the communities" but "an additional detailed study covering Denton, Collin, and Hunt Counties is likely necessary".

Current US 380 Feasibility Study

Purpose

Analyzed potential roadway options, including improving the existing alignment or utilizing new alignments.

- ➤ Helps determine if the project should move on to more advanced phases of project development
- ➤ Identifies high level or critical elements of engineering, impacts to stakeholders and the public, and economic feasibility of potential new roadways or improvements to existing roadways
- Not intended to result in detailed design, environmental analysis, or cost estimates

GOAL

Develop an
alignment to
initiate corridor
preservation

Regional Partnerships

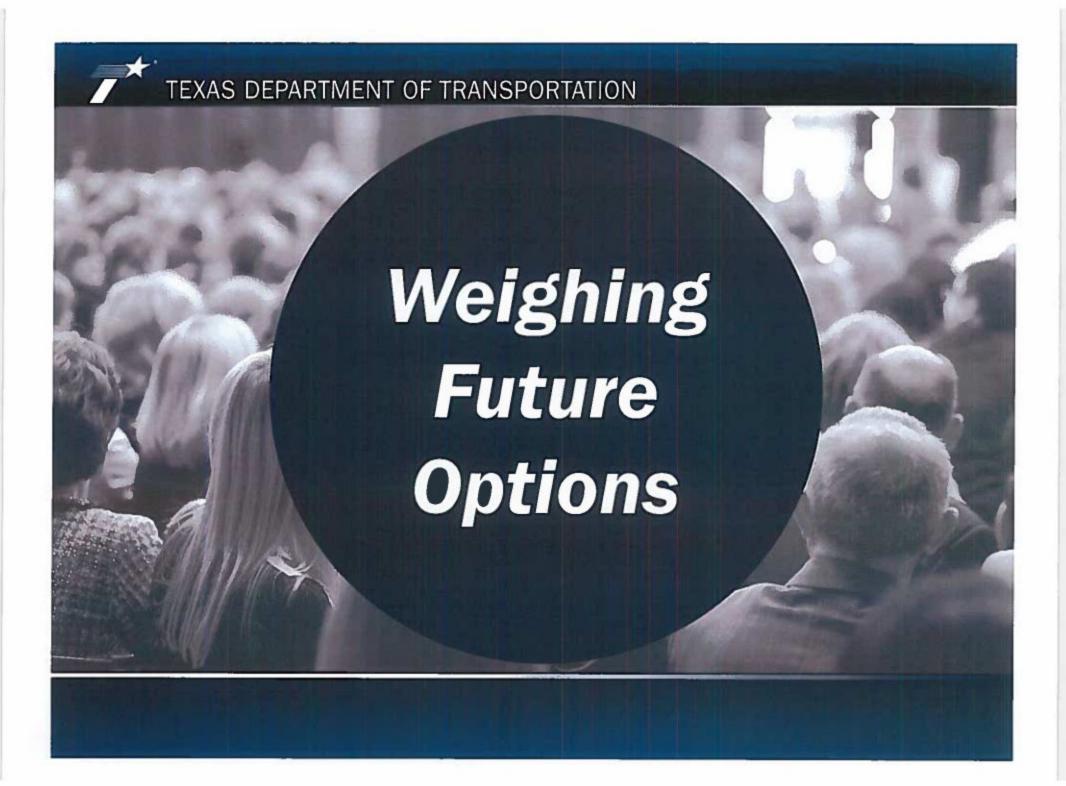








- > PROSPER
- > FRISCO
- MCKINNEY
- > FAIRVIEW
- > NEW HOPE
- > LOWRY CROSSING
- > PRINCETON
- > FARMERSVILLE



Evaluate Modes of Transportation to Relieve Congestion



BIKE/PEDESTRIAN

- Cannot relieve congestion alone
- ➤ Bike/Pedestrian facilities will be included in future plans

TRANSIT

Cannot solely relieve congestion as it only serves a small portion of the trips

ROADWAY

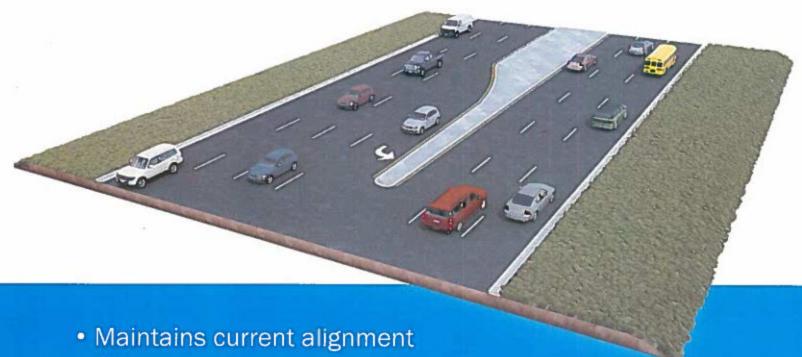
Variety of options previously studied range from no new improvements to grade separations to freeway alignments

These modes work together to move goods, improve mobility, and provide access to, from, and throughout the area

Possible Options

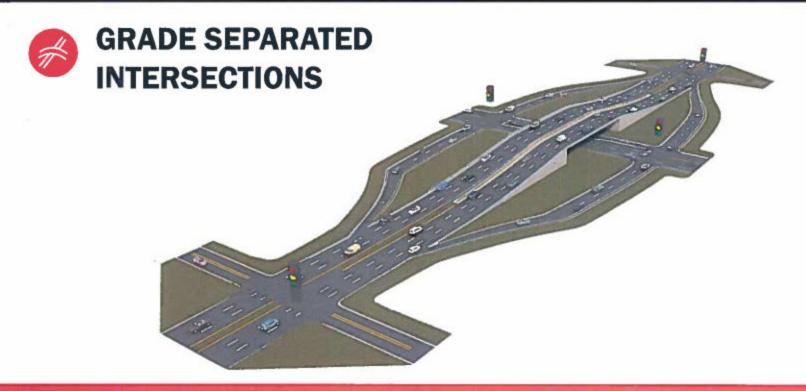


NO NEW IMPROVEMENTS ON US 380



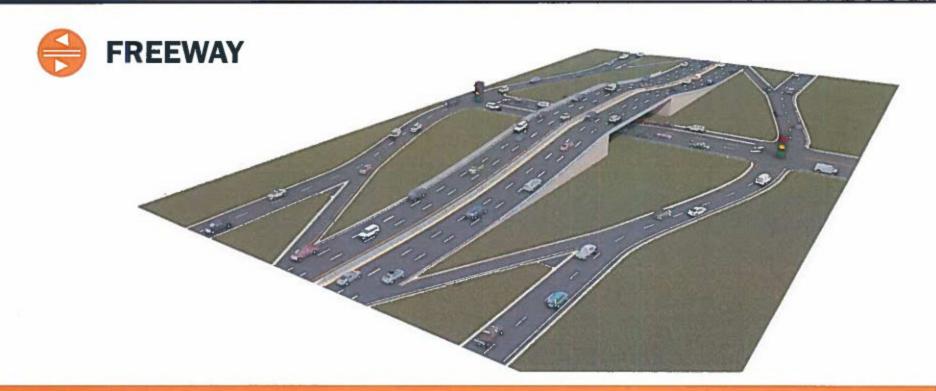
- 6 lanes
- Rated in engineering terms as an "F" level of service (the worst)

Possible Options



- Maintains current alignment but allows drivers to bypass select major intersections
- 6 lanes frontage road lanes at some intersections
- Restrict access to improve safety
- Rated in engineering terms as a "F" level of service
- \$\$

Possible Options



- Multiple alignment options
- 6 lanes 2 frontage road lanes
- Improvements in safety. No signalized intersections
- Rated in engineering terms as a "B" level of service depending on alignment
- \$\$\$\$\$\$

Draft Comparison of Options

| EVALUATION CRITERIA: | NO NEW IMPROVEMENTS ON US 380 | GRADE SEPARATED INTERSECTIONS | FREEWAY |
|---|----------------------------------|-------------------------------|------------|
| Enhances Safety | 0 | • | • |
| Reduces Existing Congestion | 0 | • | |
| Regional Mobility | 0 | • | |
| Minimizes Future Congestion Expected from Growth | 0 | • • | • |
| Cost | \$\$\$\$\$ | \$\$ 5\$\$ | \$\$\$\$\$ |
| Supports Future Economic Growth | 0 | • | • |
| TOTAL SCORE | • | | • |

| Criteria Rating Scale | | | | | | |
|---------------------------|---|--------------------------|---|-----------------------|--|--|
| Does not achieve criteria | | Partially meets criteria | | Highly meets criteria | | |
| 0 | • | | • | | | |

Feasibility Study Key Factors

KEY FACTORS WE'VE EXAMINED

WE HAVE DONE EXTENSIVE ANALYSIS OF THE NEEDS OF THE COMMUNITY AND POTENTIAL SOLUTIONS.



ENGINEERING ANALYSIS



TRAFFIC ANALYSIS



SAFETY AND CRASH DATA



RIGHT-OF- WAY REQUIREMENTS



EXISTING AND
PLANNED RESIDENTIAL
AND COMMERCIAL
DEVELOPMENTS



EXISTING AND PLANNED UTILITIES



COST AND ECONOMIC IMPACT



OTHER PLANNING EFFORTS



CULTURAL RESOURCES



ENDANGERED SPECIES



PARKLAND



WATER RESOURCES AND FLOOD PLAINS



MATERIALS



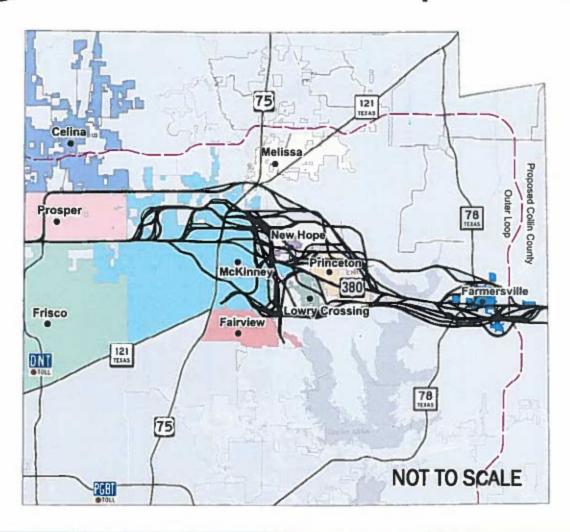
SOCIAL AND COMMUNITY IMPACTS



STAKEHOLDER AND PUBLIC INPUT

Draft Freeway Alignment Options

Many alignments have been developed and studied.



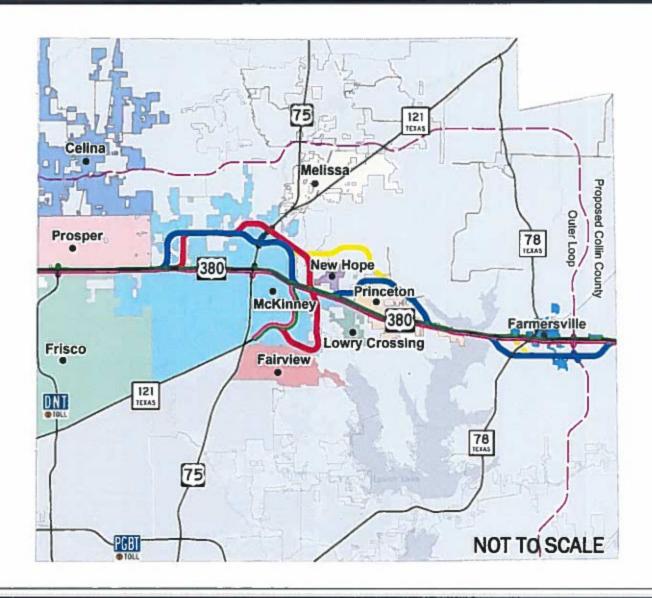
Draft Freeway Alignment Evaluation

NOT ALL OF THESE ALIGNMENTS ARE VIABLE. SOME WOULD:

- impact a significant number of homes and business
- > conflict with major future development plans
- impact a floodplains or floodway, parks, and/or federally protected lands
- not provide significant congestion relief
- conflict with regional goals

Alignments presented are those that our study team found to be the most viable transportation options and corridor alignments.

Draft Freeway Alignment Options



Please Consider During Your Alignment Review



We need your input on draft alignments that are available for your review and comment.

PLEASE CONSIDER:

A final alignment has not been chosen. These are conceptual alignments.

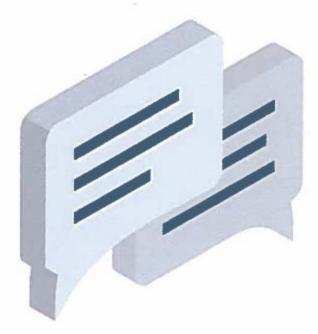
It is possible a combination of draft alignment segments could be merged for preferred alignments for comment at our next Public Meeting.

Each concept is being shown today with 350 to 400 foot right of way width.

Help Shape the Feasibility Study

TXDOT NEEDS YOUR HELP AND INPUT TO SHAPE THE NEXT STEPS OF THE STUDY.

- What solutions would you suggest?
- Would you like to see a freeway constructed?
- What is your opinion of the alignments shown?



TXDOT WANTS TO HEAR FROM YOU.

How to Provide Input







SURVEY: ONLINE OR PAPER COPY

Go online to survey.Drive380.com



Surveys and comment forms must be submitted by

May 18, 2018

to be included in study documentation

Feasibility Study Process

JUNE 2017 -MARCH 2018

APRIL -**MAY 2018**

SUMMER 2018

FALL 2018

LATE 2018

Initial Data Gathering

Stakeholder input and Public Involvement

Process data/input

Stakeholder input and Public Involvement

Project Implementation Plan

- √ One-on-one meetings with partners
- √ Technical Work Session
- ✓ Public Meeting and Comment Period
- ✓ Elected Leader Outreach and Council Presentations
- √ Stakeholder Work Groups

- ✓ 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
- √ Recommend long and short term improvements as well as regional

action items

Alignment trends

5 alignment options



WE ARE HERE

2 to 4 alignment options with typical sections

1 recommended alignment option*

BJECT TO CHANGE

Project Development

TXDOT HAS DONE ANALYSIS OF THE NEED AND POTENTIAL SOLUTIONS.

Planning the next steps for the US 380 corridor will take time -that is why it is so important work begins NOW to plan for the future.



CORRIDOR IS SEPARATED INTO INDEPENDENT PROJECTS AND PRIORITIZED ENVIRONMENTAL STUDY AND DESIGN SCHEMATIC FINAL DESIGN, CONSTRUCTION PLANS, COST ESTIMATES AND UTILITIES COORDINATION

PHASED CONSTRUCTION

THE REGIONAL TRANSPORTATION COUNCIL HAS COMMITTED \$252 MILLION FOR THE US 380 CORRIDOR.

TOLLING IS NOT BEING CONSIDERED AS AN OPTION FOR FUNDING.

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

Study Contacts





PLANNING FOR THE FUTURE

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THANK YOU

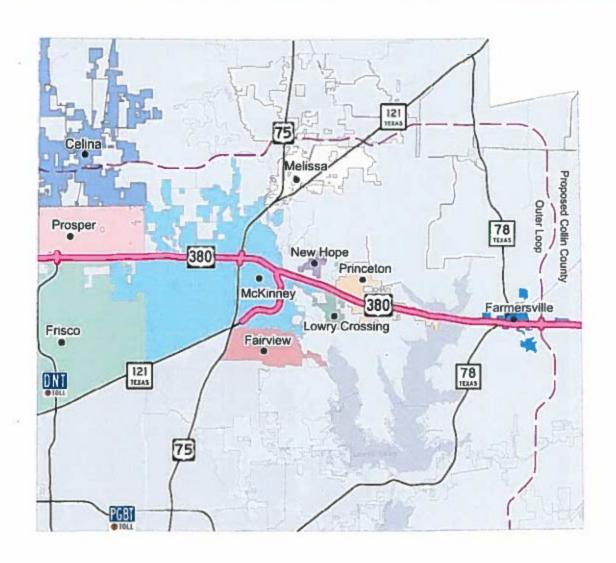
for taking time to provide input and help shape the future of US 380 and Collin County.

Visit <u>Drive380.com</u> for study information and updates.

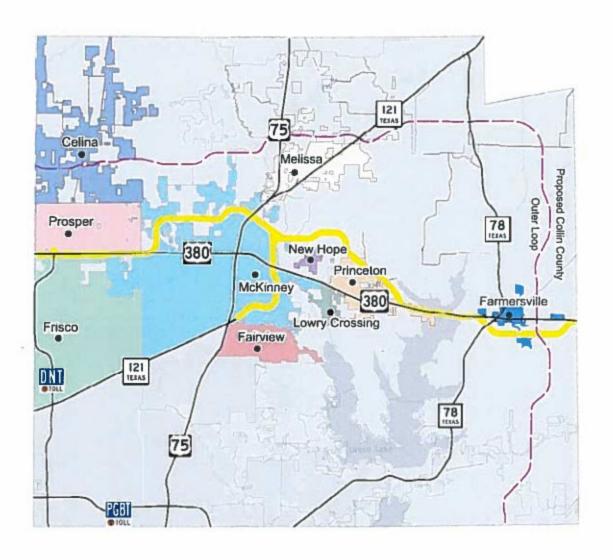
Green Alignment



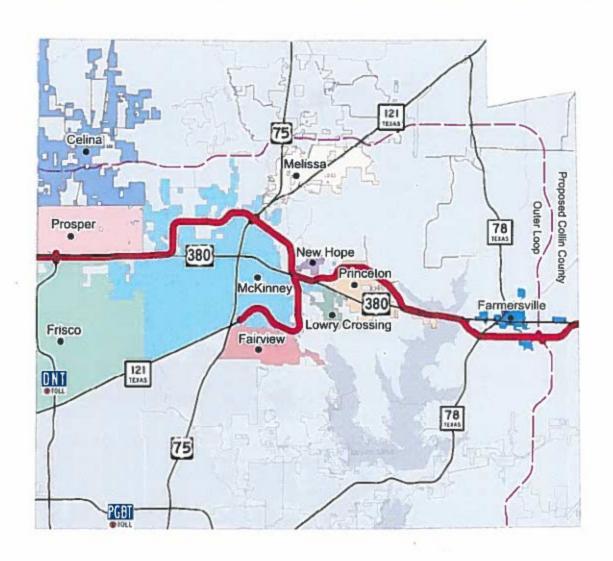
Pink Alignment



Yellow Alignment



Red Alignment



Blue Alignment

