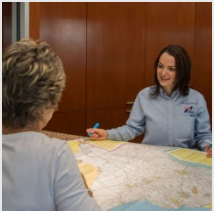




TEXAS DEPARTMENT OF TRANSPORTATION



US 380 COLLIN COUNTY FEASIBILITY STUDY

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

McKinney City Council Update



October 15, 2018

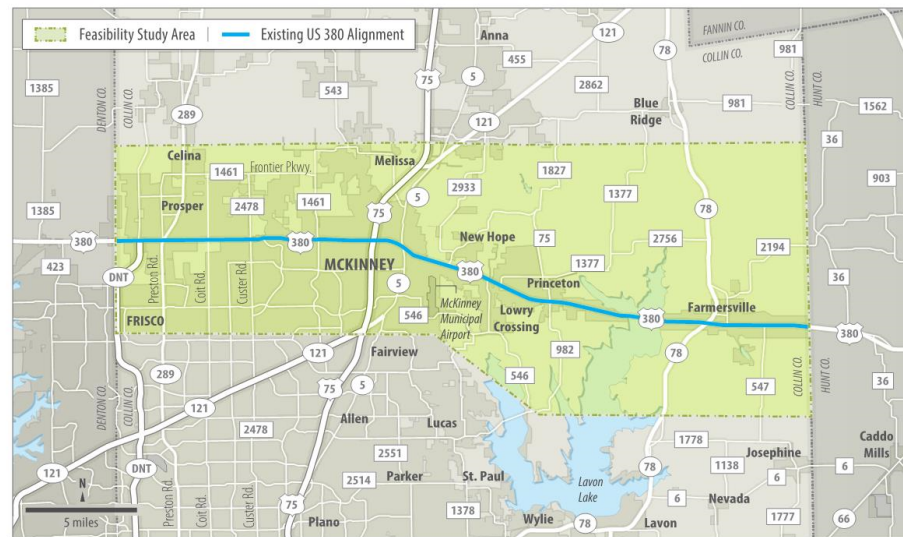
WELCOME

US 380 Collin County Feasibility Study

DALLAS DISTRICT PUBLIC MEETING

**OCTOBER 4 – OCTOBER 9 –
OCTOBER 11, 2018**
6:00 P.M. - 8:00 P.M.

Presentation at 7:00 P.M.

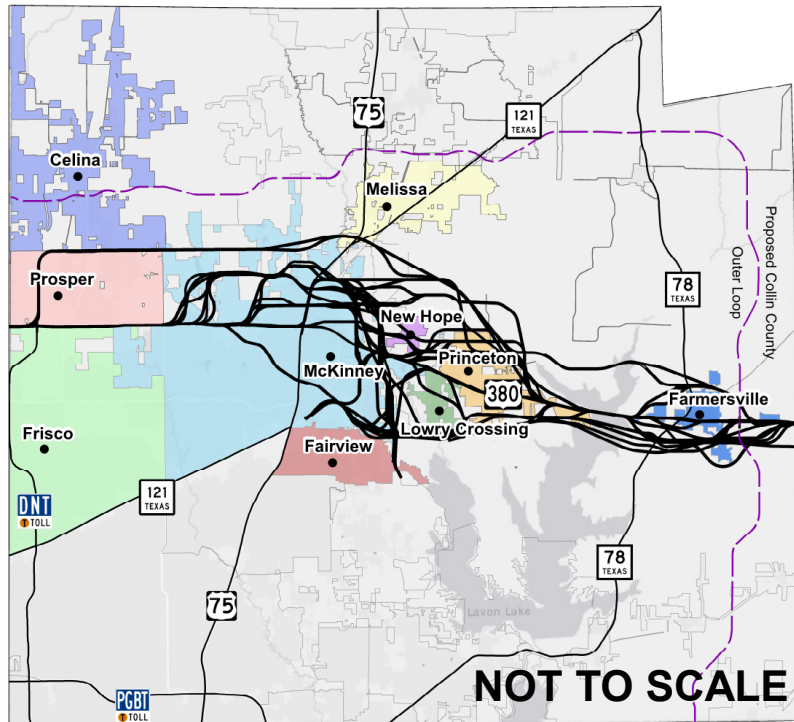


Study History

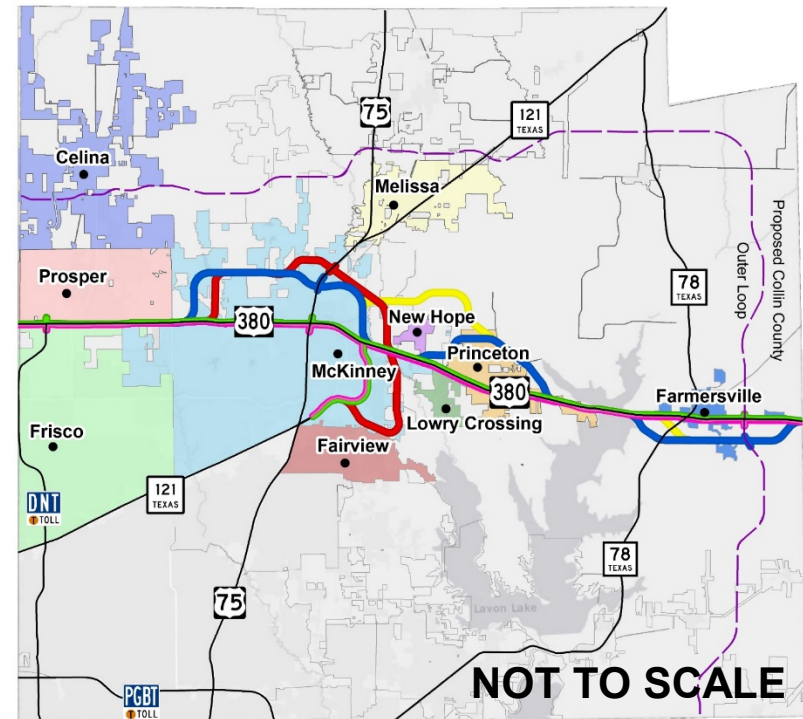
- STEP 1:** Need for the study is identified and study began June 2017
- STEP 2:** TxDOT developed and evaluated many potential alignment options based on engineering factors and known environmental constraints
- STEP 3:** TxDOT presented the project need, modes of transportation considered, three roadway scenarios, and five draft freeway alignment options in April and May of 2018
- STEP 4:** TxDOT received and began analyzing more than 4,000 surveys and comments
- STEP 5:** TxDOT refined alignment options
- STEP 6:** TxDOT presents revised alignment options in October 2018

Freeway Alignment Options

SUMMER 2017



SPRING 2018



Modes of Transportation Evaluated

BIKE/PEDESTRIAN

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

TRANSIT

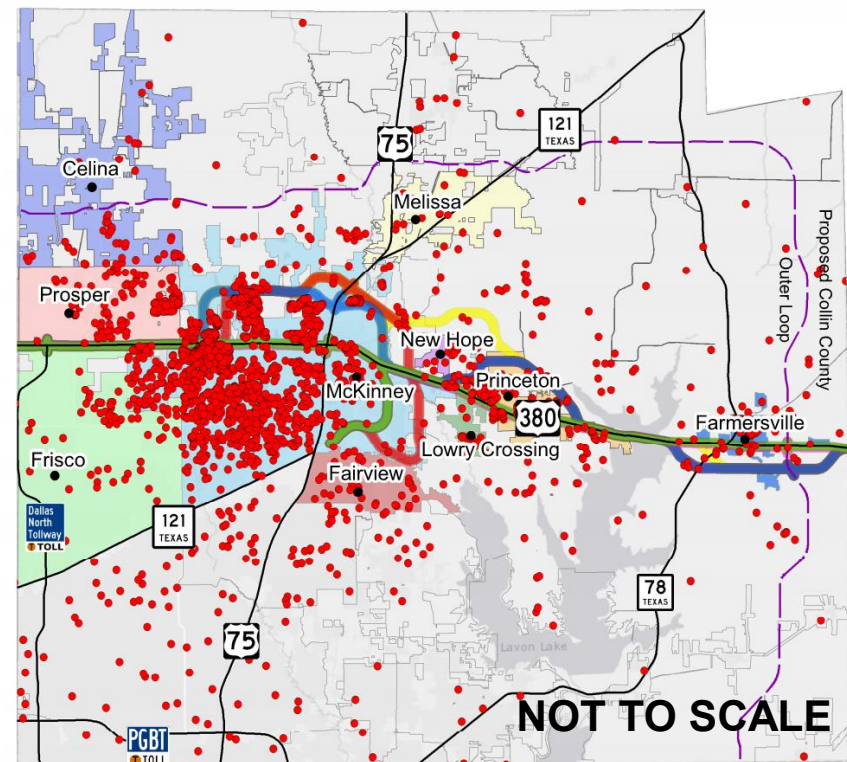
- **Cannot solely relieve congestion as it only serves a small portion of the trips**

ROADWAY

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

Input Highlights

- **Over 4,000 comments/surveys received**
- **84% of the comments/surveys listed concerns about existing US 380 including:**
 - **Traffic**
 - **Congestion**
 - **Safety (number of accidents/fatalities and high rates of speed)**
 - **Pace of future developments and impacts on congestion**
 - **Lack of other east/west routes**



RED DOTS INDICATE THE LOCATION OF RESIDENCES AND BUSINESSES IN COLLIER COUNTY
WHERE INPUT WAS RECEIVED DURING THE COMMENT PERIOD

What We Heard – Input Spring 2018

3:1

SUPPORT FOR
BUILDING A FREEWAY V.
NO BUILD ALTERNATIVE

1,897

SELECTED PREFERENCE FOR AN
ALIGNMENT ALONG THE
EXISTING US 380

WHAT RESIDENTS PREFER FOR THEIR CITY/TOWN

**FREEWAY ALONG
EXISTING
US 380**
PROSPER
FRISCO
MCKINNEY

**FREEWAY NORTH OF
TOWN
LIMITS**
NEW HOPE
LOWRY CROSSING

**NO
CLEAR
CONSENSUS**
FAIRVIEW
PRINCETON
FARMERSVILLE

Feasibility Study Key Factors



**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**



**NATURAL AND
CULTURAL
RESOURCES**



**ENDANGERED
SPECIES**



**LAND USE AND
PARKLAND**



**WATER RESOURCES
AND FLOOD PLAINS**



**HAZARDOUS
MATERIALS**



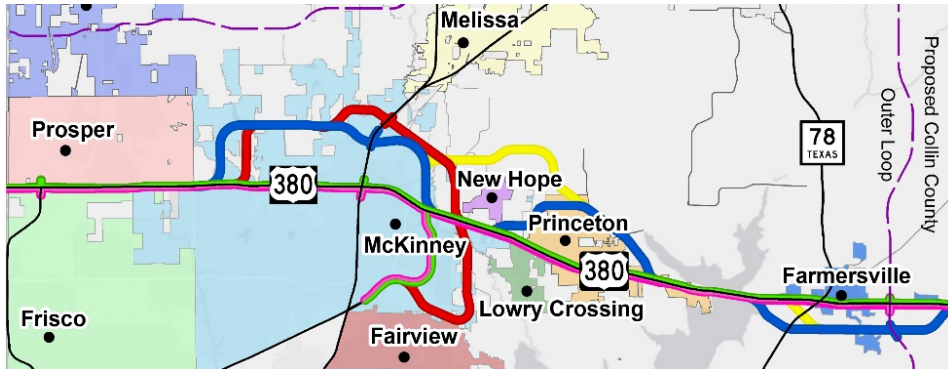
**SOCIAL AND
COMMUNITY
IMPACTS**



**STAKEHOLDER AND
PUBLIC INPUT**

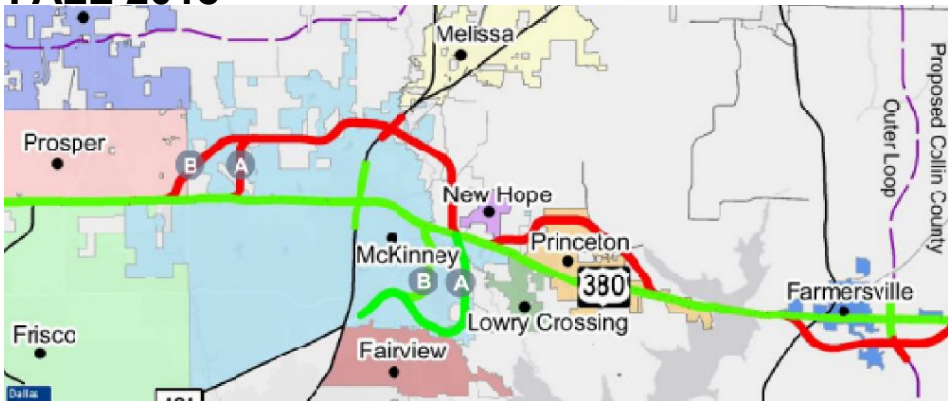
Alignment revisions – Overall

SPRING 2018



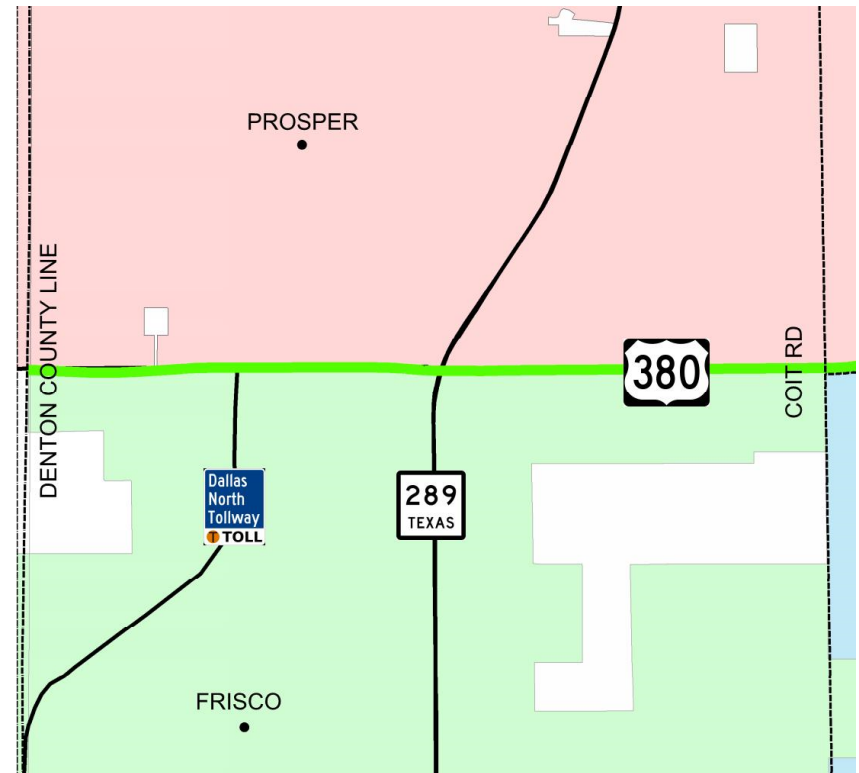
- Considering 2 alignments with options instead of 5
- Pink and green alignment combined into green alignment
- Combined or eliminated red, blue, and yellow alignments to the red alignment
- Right-of-way widths reduced – average now between 330 and 350 feet wide

FALL 2018




Alignment revisions – Denton County Line to Coit Road






- Combined pink and green alignments into green alignment
- Considered the following:
 - Impacts to homes and businesses
 - Plans for future developments
 - Amount of right of way needed from Prosper and Frisco
 - Impacts to water transmission lines
 - Ability to re-use improvements currently under construction



Alignment revisions – Denton County Line to Coit Road

Evaluation Category	No Build	Green Alignment
Number of Residential Property Impacts	0	0
Number of Residential Displacements	0	0
Number of Business Impacts	0	10
Number of Business Induced Displacements	0	1
Number of Business Direct Displacements	0	0
Number of Business Displacements	0	1
Future Development Impacts (acres)	0	12
Environmental, Watershed, and Park Land Impacts (acres)	0	5
Cost - includes construction, ROW, utility relocation	0	\$298M

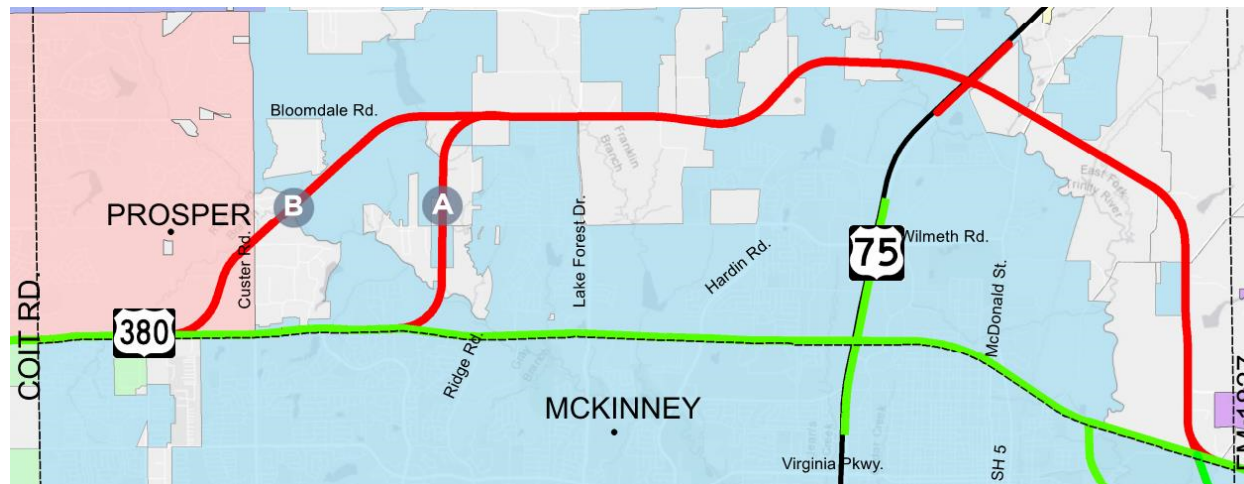
Evaluation Category	No Build	Green Alignment
Enhances Regional Mobility		
Satisfies Travel Demand		
Enhances Safety		
Supports Future Regional Economic Growth		

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

Alignment revisions – Coit Road to FM 1827

Green alignment:

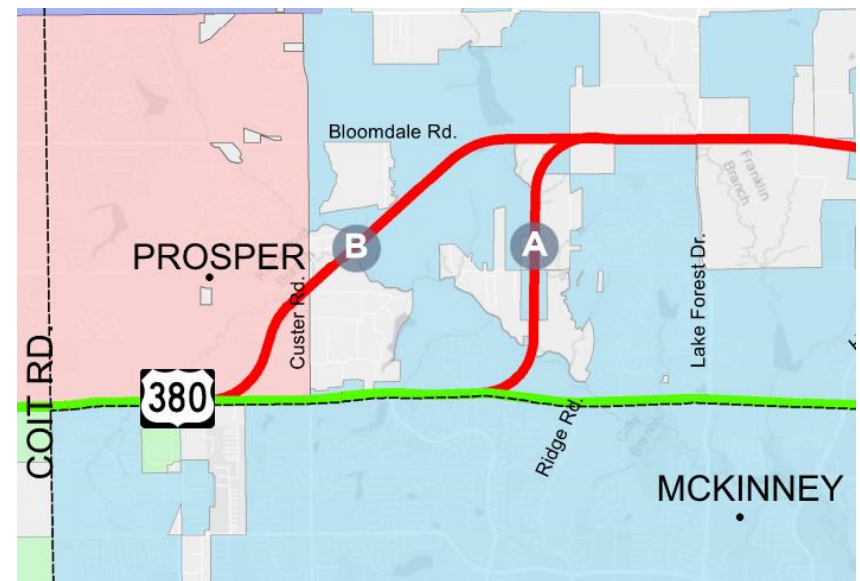
- Refined green alignment and US 75 interchange
- Depressed and compressed right-of-way between Tucker Hill and Stonebridge neighborhoods
- Depressed US 75 to SH 5



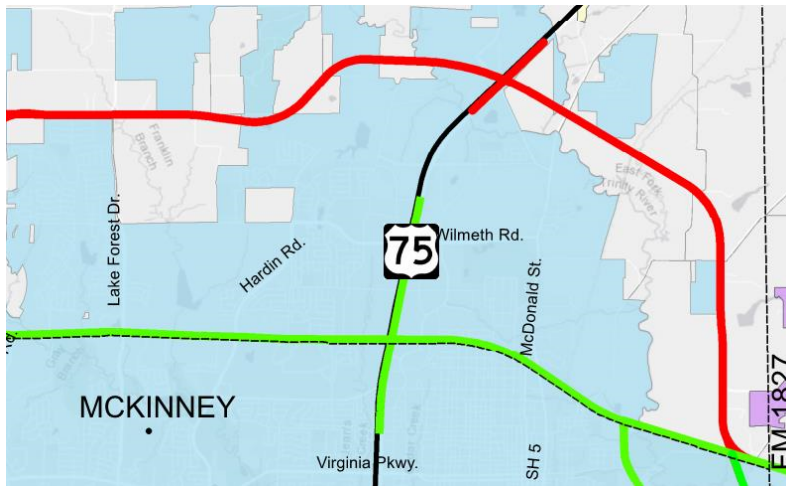
Alignment revisions – Coit Road to FM 1827

Red Alignment – Coit Road to Ridge Road:

- Shifted blue alignment west due to its proximity to neighborhoods and to avoid impacting existing soil conservation lake. This alignment is now red alignment – option B.
- Stakeholders requested study of an alignment in this area
- All alignments have impacts in this area



Alignment revisions – Coit Road to FM 1827






















Red Alignment – Ridge Road to FM 1827

- Depress alignment south of Erwin Park and Bloomdale Farms and north of Heatherwood
- Eliminated the blue alignment south of Courthouse due to impact on neighborhoods, businesses, floodplains, major water utilities, and public infrastructure.

Alignment revisions – Coit Road to FM 1827

Evaluation Category	No Build	Green Alignment	Red Alignment Option A	Red Alignment Option B
Number of Residential Property Impacts	0	18	43	41
Number of Residential Displacements	0	21	18	16
Number of Business Impacts	0	77	18	5
Number of Business Induced Displacements	0	11	1	0
Number of Business Direct Displacements	0	167	15	2
Number of Business Displacements	0	178	16	2
Future Development Impacts (acres)	0	33	156	214
Environmental, Watershed, and Park Land Impacts (acres)	0	94	224	219
Cost - includes construction, ROW, utility relocation	0	\$916M	\$748M	\$645M

Evaluation Category	No Build	Green Alignment	Red Alignment Option A	Red Alignment Option B
Enhances Regional Mobility				
Satisfies Travel Demand				
Enhances Safety				
Supports Future Regional Economic Growth				

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

Alignment revisions – Spur 399 extension



Option A













- Longer route
- Impacts two Fairview parks located in the City of McKinney
- Complements future airport development





Option B

- Shorter route
- Impacts major water transmission line and McKinney park
- Higher traffic volume

Alignment revisions – Spur 399 extension

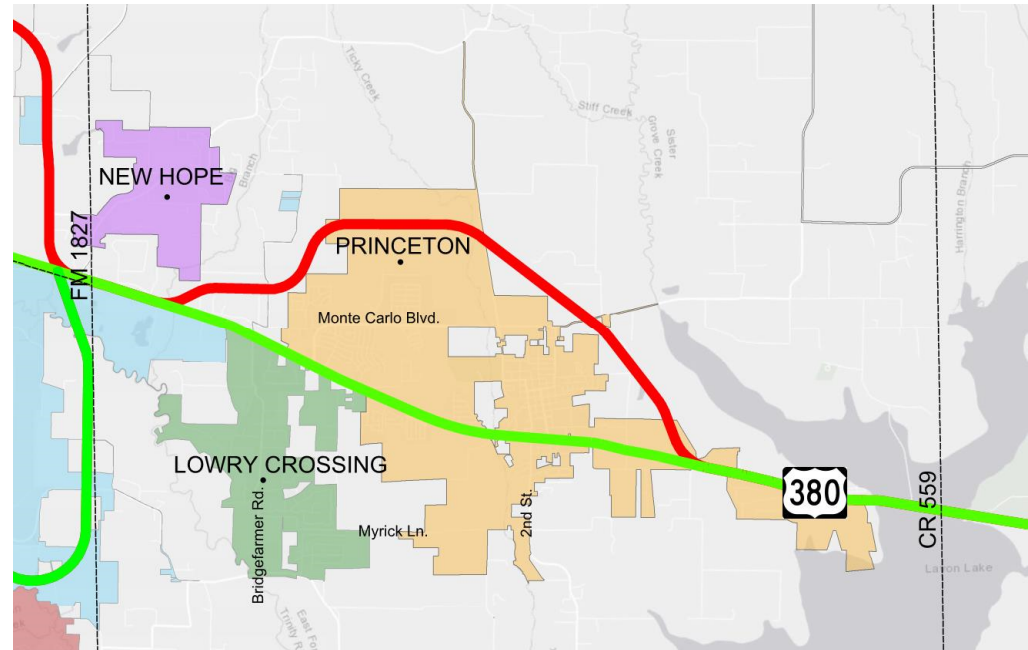
Evaluation Category	No Build	Green Alignment Option A	Green Alignment Option B
Number of Residential Property Impacts	0	14	4
Number of Current Residential Displacements	0	6	2
Number of Business Impacts	0	10	11
Number of Business Induced Displacements	0	0	0
Number of Business Direct Displacements	0	1	1
Number of Business Displacements	0	1	1
Future Development Impacts (acres)	0	19	6
Environmental, Watershed, and Park Land Impacts (acres)	0	198	69
Cost - includes construction, ROW, utility relocation	0	\$433M	\$266M

Evaluation Category	No Build	Green Alignment Option A	Green Alignment Option B
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

Alignment revisions – FM 1827 to CR 559






- **Pink and green alignment combined into green alignment and right-of-way width reduced**
- **Eliminated yellow alignment due to impacts to planned Water Recovery facility and because its location did not work well with the Spur 399 extension traffic movements**
- **Blue alignment changed to red and right-of-way width reduced**



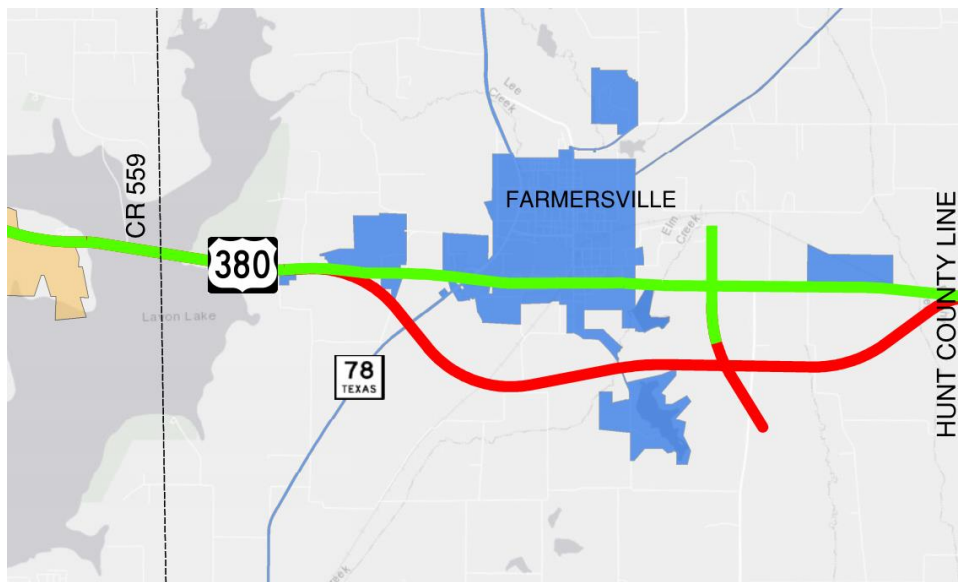
Alignment revisions – FM 1827 to CR 559

Evaluation Category	No Build	Green Alignment	Red Alignment
Number of Residential Property Impacts	0	15	11
Number of Residential Displacements	0	15	11
Number of Business Impacts	0	17	1
Number of Business Induced Displacements	0	3	1
Number of Business Direct Displacements	0	87	18
Number of Business Displacements	0	90	19
Future Development Impacts (acres)	0	42	105
Environmental, Watershed, and Park Land Impacts (acres)	0	24	35
Cost - includes construction, ROW, utility relocation	0	\$416M	\$342M

Evaluation Category	No Build	Green Alignment	Red Alignment
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				













Alignment revisions – CR 559 to Hunt County line








- **Pink and green alignment combined into green alignment and refined to minimize impacts to businesses, homes, the planned Collin College development, and potentially historic churches**
- **Blue alignment eliminated due to USACE property impacts and a planned cemetery**
- **Yellow alignment changed to red and revised to minimize impacts to homes, businesses, and the South lake.**

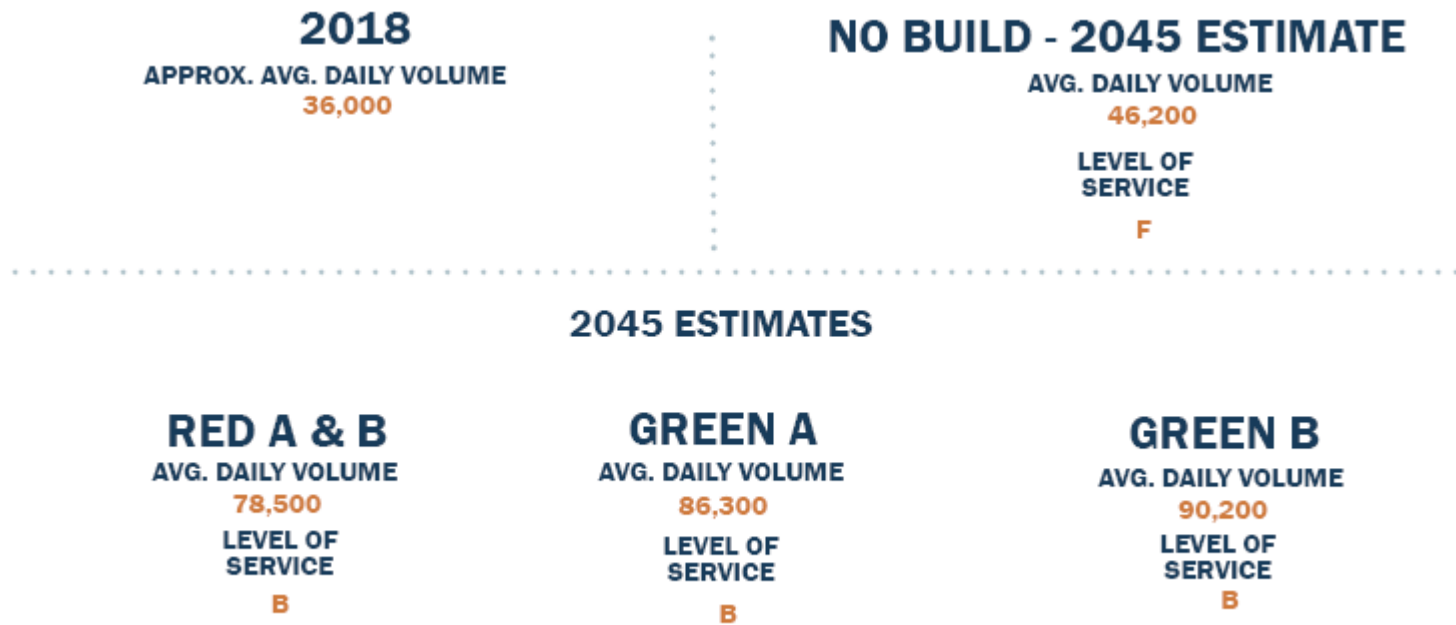
Alignment revisions – CR 559 to Hunt County line

Evaluation Category	No Build	Green Alignment	Red Alignment
Number of Residential Property Impacts	0	7	10
Number of Residential Displacements	0	45	4
Number of Business Impacts	0	5	4
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	34	2
Number of Business Displacements	0	35	2
Future Development Impacts (acres)	0	4	0
Environmental, Watershed, and Park Land Impacts (acres)	0	25	34
Cost - includes construction, ROW, utility relocation	0	\$399M	\$406M

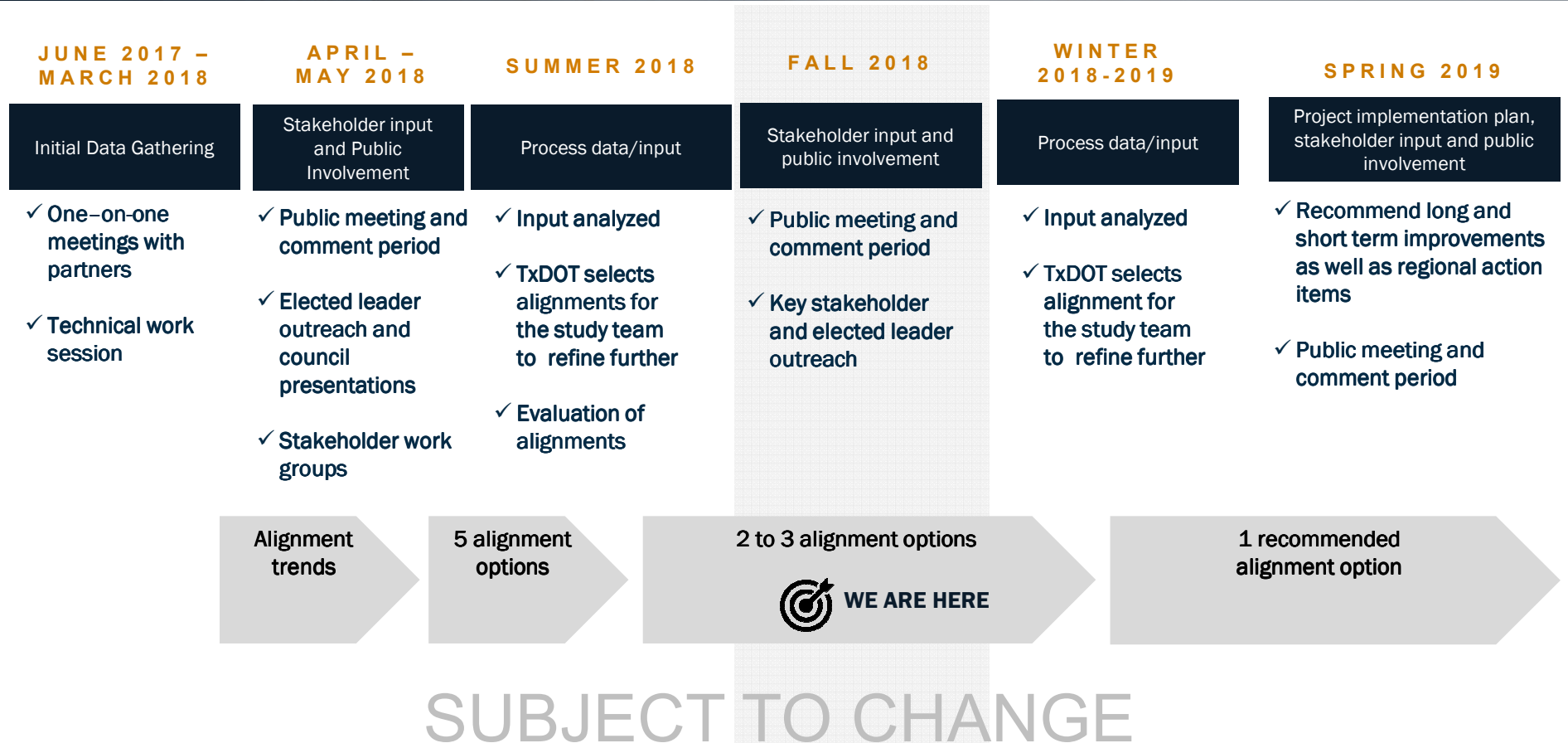
Evaluation Category	No Build	Green Alignment	Red Alignment
Enhances Regional Mobility			
Satisfies Travel Demand			
Enhances Safety			
Supports Future Regional Economic Growth			

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

Travel Demand Model Evaluation



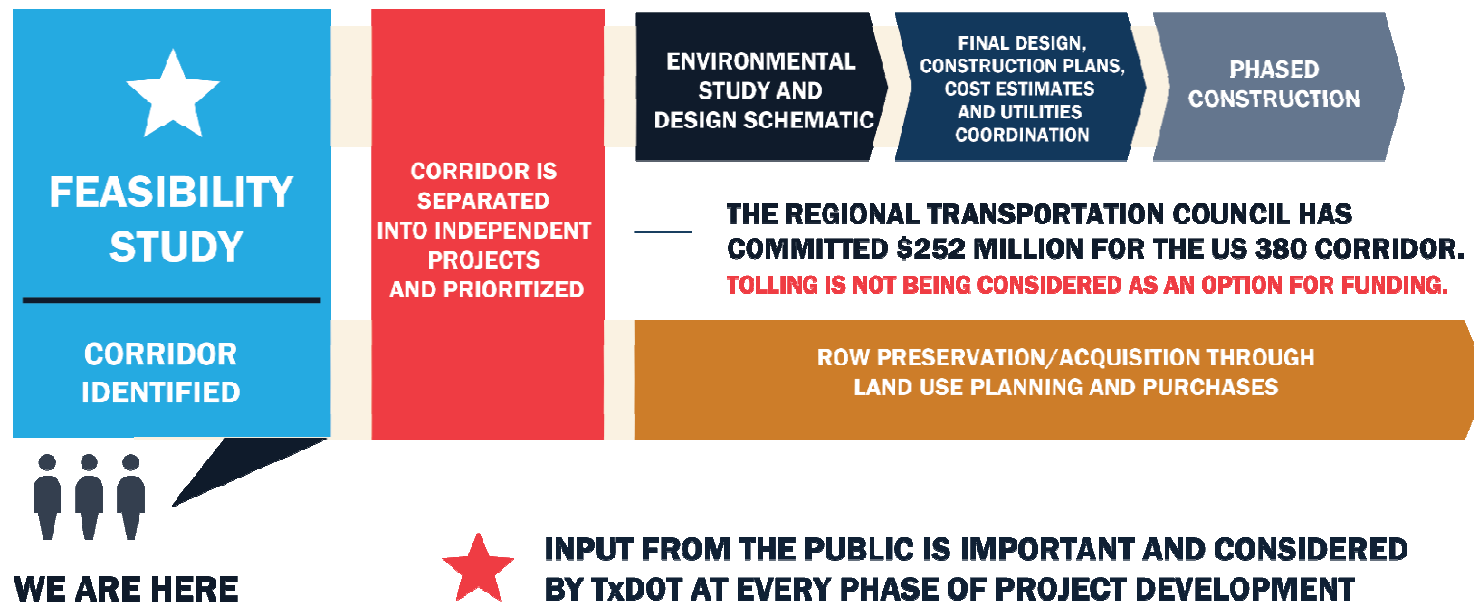
Feasibility study process



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.



Study Contacts



PLANNING FOR THE FUTURE

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Thank you!



THANK YOU

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

**Visit Drive380.com for
study information and updates.**