

Collin County Priority Projects

| Project | Description | Total Lane Miles | Current ADT (000s) | Current Capacity (000s) | Current Deficit (000s) | 2020 Projected ADT (000s) | 2020 Deficit (000s) | Year to begin | Existing Situation and Projected Needs | Current & Projected Funding | Opportunity for Collin County to Initiate or Accelerate Needed Improvements So They Are Ready for Bid Whenever Construction Funding Becomes Available from Any Source | 2015 - 16 | Comments |
|--|---|------------------|--------------------|-------------------------|------------------------|---------------------------|---------------------|---------------------------|---|--|---|---------------------------------------|---|
| SH 5/McDonald Industrial - Spur 399 (1.2 mi) | Add lanes: from 4 to 6, plus grade separation | 2.4 | 31 | 24 | -7 | 50 | -26 | 2018 PS&E | Heavy current use: need additional 5th and 6th lanes as soon as possible. Projections indicate need for more than 6 lanes by 2020; therefore, corridor study to determine how to accommodate traffic beyond 6-lane capacity is also needed. | TxDOT funded through Environmental Assessment (to be completed Fall, 2016). TxDOT will submit for 2018 Prop 1 and break out this portion for design when the EA is done on the current project in Mid-May. | There should be no need for funding from Collin County. | Proposed Funding by TxDOT with Prop 1 | TxDOT expects to be able to cover cost after EA is completed in 2018 |
| Park Blvd. FM 2514 - SH 78 | Build 4 lanes | | No road | 0 | - | 26 | -26 | 2017 PS&E | Additional relief for SH 78 is critical as soon as possible | County funding through preliminary engineering (\$658,600); \$1M for ROW (more needed) | Design - Addn \$1.5M ROW - Addn \$1M Construction - \$30.7M | \$0.0 | County project - additional funding needed for PS&E, but not until 2017 |
| N. Westgate Way - FM 2514 (4 mi) | Build 3rd & 4th lanes | 0.8 | | | | | | 2017 PS&E | Two lanes of ultimate 6 lanes is built within these limits. | | Design ROW | \$0.0 | County project - additional funding needed for PS&E, but not until 2017 |
| US 380 Airport - Bridgfarmer (3.1 mi) add 4 feet on each side | Add lanes: 4-6 | 6.24 | 38 | 24 | -14 | 47 | -23 | 2015 EA | Current traffic is at top end of 6-lane capacity; need 5th and 6th lanes as soon as possible. Projections indicate need for more than 6 lanes by 2020; therefore, corridor study to determine how to accommodate traffic beyond 6-lane capacity is also needed. | TxDOT is currently performing corridor/feasibility study from FM 1827 west. | County to initiate this project by submitting to MTP, and conducting the EA and design. EA should go as far east as cities will agree. PSE will be for Airport to Bridgfarmer. There is no commitment by TxDOT to fund construction when PS&E is complete. May want to plan to fund construction. | \$0.5 | Up to County to initiate and fund project. Immediate cost is design. |
| Bridgfarmer - CR 458 (4.1 mi) add 4 feet on each side | Add lanes: 4-6 | 8.2 | | | | | | 2015 EA | | | | \$0.7 | Up to County to initiate and fund project. Immediate cost is design. |
| FM 546 Airport - SH 5 | Funded by Prop 1 | | | | | | | | Connection between airport and SH 5; already funded by Prop 1 | Funded by Prop 1 | | \$0.0 | To be funded by Prop 1 |
| FM 546/CR 400 Airport to East of Princeton (7.2 mi) | Corridor Study PS&E and Constr | 7.2 | 0 | 0 | | Relieve US 380 | | 2015 Carr | This connection does not yet exist. Will relieve US 380 | TxDOT funding? - No | Corridor study to identify alignment and ROW. Cost? | \$1.3 | Need immediate funding for corridor study |
| Outer Loop: County Line - US 75 | Schematic & ROW | 15 | | | | | | 2016 Sch. ROW | 1. Schematic has been completed from DNT to SH 289. 2. Two EAs are being completed by COG (ROW): one for US75 interchange and one from DNT to US 75. 3. Funds are available for PS&E and construction from DNT to SH 289. | Commissioner's Court propose funding with \$5.0M in FY 2016 | 1. A schematic needs to be developed so that ROW can be acquired and so that grade separations and ramps can be planned. 2. Acquire ROW ASAP | \$0.0 | Need to prepare schematic and start acquiring ROW between US 75 and Preston Rd as soon as possible. |
| FM 2514 (Parker Rd) - FM 2551 - FM 1378 | Funded by Prop 1 | | 10 | 12 | -2 | 27 | -15 | | Prop 1 will widen to 4 lanes. 2020 projections indicate it will strain the capacity of 4 lanes | Funded by Prop 1 | | \$0.0 | To be funded by Prop 1 |
| SH 5, Fairview Pkwy - Stacy Rd (2 mi) LATER - CONFER WITH FAIRVIEW | Build 4 lanes | | 10.5 | 12 | 2 | 26 | -14 | | Current capacity is adequate. Will need 4 lanes by 2020. | TxDOT funding? - None until configuration is worked out with Town. | County work with Fairview to determine appropriate configuration of connection. Fund EA. | \$0.0 | Have to confer with Town of Fairview and agree on nature of project |
| DNT SB Frontage Rd - FM 428 - US 380 (6.2 mi) | Add SB 2-in fr road | 9.3 | 15 | 12 | -3 | 24 | -12 | 2015 PS&E | Currently slightly overloaded - need for additional 2 lanes will be greatly increased by 2020. | \$3M approved by CC (2007 Bonds) for remaining ROW parcels | EA design | \$2.4 | Need design funding as soon as possible. |
| SH 121, Outer Loop - SH 160 (8.1 mi) plus 2 grade separations ROW only | Build 4 lanes | | 12 | 12 | 0 | 24 | -12 | 2015 ROW | 2020 projections indicate need for 4 lanes by 2020. TxDOT has completed EA and planned grade separations. | TxDOT has funding for design | "Strategic ROW acquisition" | \$6.5 | TxDOT needs assistance with ROW acquisition and negotiations with Tx New Mexico Power |
| FM 1378, Lucas Rd - FM 3286 (0 mile) | Build 4 lanes | | 13 | 12 | -1 | 23 | -11 | 2015 Acquire Inter Parcel | This segment is key to both N-S and E-W traffic, which is at capacity now. Needs additional lanes as soon as possible. | TxDOT could probably find design funds if Lucas agrees to project. | Buy land at 1378/3286 - \$1M Get Lucas to agree to project EA - \$2M Assume TxDOT will do design for 4-in of ultimate 6-in ROW acquisition - \$4M | | |
| Intersection Improvements: Lucas Rd - FM 3286 | Build 4 lanes | 0.3 | | | | | | n | | | | \$1.3 | Need to acquire intersection ROW ASAP |
| SH 205, SH 78 - Co Line ROW only | Build 4 lanes | | 13 | 12 | -1 | 22 | -10 | 2015 ROW | Currently "at" capacity; will need 4 lanes by 2020. Needs 6 lanes by 2035 | TxDOT conducting EA and will have design funds | ROW | \$2.9 | Need to fund ROW acquisition immediately |
| FM 2551, FM 2514 - FM 2170 | Build 4-in div | | 15 | 12 | -3 | 21 | -9 | 2015 Re-eval. ROW | Currently slightly over capacity; currently under design (funded by County); need 4 lanes as soon as possible. Also needs currently-planned new alignment to relieve additional traffic on FM 2514 between two legs of FM 2551. | As of March 13, TxDOT is in process of identifying funding source for construction. | Should not be any need for additional County funds. | \$0.0 | Do not yet know the funding gap |
| FM 2514, Lavon Pkwy - Brown St | Build 4 lanes | | 11 | 12 | 1 | 20 | -8 | 2018 ROW | "At" capacity; will need 4 lanes by 2020. Preliminary design started in 2015. | TxDOT conducting EA and will have design funds | ROW Cost? TxDOT will provide estimate after Public Meeting if they move forward with the project | \$0.0 | Will need to assist with ROW acquisition, but not until 2018 |
| SH 5, US 380 - SH 121 (4.2 mi) | Build 4 lanes | 16.8 | 13 | 12 | -1 | 20 | -8 | 2018 PS&E | "At" capacity; will need 4 lanes by 2020. Preliminary design started in 2015. | TxDOT conducting EA and will have design funds | ROW Cost? TxDOT will provide estimate at later time. | | Need to analyze priority after EA is completed in 2018 |
| SH 78: FM 6 - N side of Farmersville (6.65 mi) | Build 4 lanes | 26.6 | 7 | 12 | 5 | 20 | -8 | | Currently adequate; will need 4 lanes by 2020. | | County will initiate project (MTP); extend to N side of Farmersville EA design ROW | \$0.0 | This will have to be County initiative. Very large project. Not urgent enough yet. |
| FM 2514, Springhill - FM 2551 (3.1 mi) | Add lanes: 4-6 | 6.2 | 15 | 24 | 9 | 29 | -5 | | 4 lanes currently adequate; will need 6 lanes by 2020. 6 lanes may be overloaded by 2035 | | County discuss with City of Parker | \$0.0 | Lower priority |
| Lucas Rd, FM 2551 - FM 1378 (1.7 mi) | Build 4 lanes | 6.8 | 10 | 12 | 2 | 16 | -4 | | Current capacity is adequate. Will need 4 lanes by 2020. | Some funding by Lucas | Design ROW | \$0.0 | Lower priority |
| FM 3286/546, FM 1378 - FM 982 | Build 4 lanes and bridges | 6 | 12 | 6 | 16 | -4 | | | Current capacity is adequate. Will need 4 lanes by 2020. If improved, could provide alternate to US 380. Major lake bridges will make the project very expensive. | No | Additional analysis to project when adding lanes is critical since lanes will have to be added to two bridges. | \$0.0 | Lower priority |
| SH 5, SH 121 - County Line | Build 4 lanes | 6 | 12 | 6 | 15 | -3 | | | Current capacity is adequate. Will be slightly over capacity by 2020. | TxDOT will probably fund design after EA is completed | Re-evaluate needs either after Strategic Plan or after EA. | \$0.0 | Lower priority |
| FM 2478, US 380 - FM 1461 | Build 4 lanes | 7.6 | 12 | 4 | 14 | -2 | 2016 PS&E | | Current capacity is adequate. Will be slightly over capacity by 2020. | McKinney funding through engineering | Evaluate after Strategic Plan. | \$0.0 | EA not completed until 2016 |
| SH 5, Spur 399 - Fairview Pkwy, OR Fairview Pkwy, Medical Dr - Fairview Village Blvd | Build 4 lanes | | 10.5 | 12 | 2 | 13 | -1 | | Current capacity is adequate. Will be slightly over capacity by 2020. | County funding for SH 5. Fairview desires to use on Fairview Pkwy | Traffic flow is critical to prevent additional loading of US 75. May work with Fairview to connect 4-lane Fairview Pkwy to Medical Dr | \$0.0 | Lower priority |
| FM 543/FM 1461, US 75 - SH 289 (9.6 mi) | Build 4 lanes | 38.4 | 6 | 12 | 6 | 14 | -2 | 2015 Carr | Current capacity on FM 1461 is adequate, although there is great concern about truck traffic east of SH 289. Connected to FM 543 and US 75 on east and Frontier Pkwy and DNT on west, this will be major route. | McKinney has already set alignment and is planning to move forward with design and construction in a few years. | Monitor to make sure it moves forward. Probably pay typical share of ROW. | \$0.0 | High priority to relieve from truck traffic, but not high traffic volume. McKinney has set alignment and plans to move forward in a few years with design and construction. |
| Frontier Pkwy, SH 289 - DNT | 4-in, 1/2 GS, ext SR | | | | | | | 2015 PS&E | Current capacity is adequate, but stadium has been built on south side and development is imminent on north side. | Some funding in place | Augment funding for Frontier Pkwy PS&E, ROW and Constr. | \$0.0 | Funding gap is \$6.6M. Opportunity for County contribution depends on how much RTC contributes. |
| | | | | | | | | | | | | \$15.6 | |

* Estimate provided by TxDOT
 ** TxDOT estimate of \$3M for 160, plus Co estimate of \$2M for remainder
 *** Includes buying all of parcel at inter with FM 3286

Park Blvd Project Costs

| | | | |
|-------------------------|---------------------|-------------|--------|
| Preliminary Engineering | \$858,600 | | |
| ROW | \$2,000,000 | | \$2.0 |
| PS&E | \$1,473,800 | \$2,332,400 | \$2.3 |
| Construction | <u>\$30,654,000</u> | Park | \$30.7 |
| | \$34,986,400 | | |

Options for Frontier Parkway

Funding Available:

Prosper: \$3.65M (City bond funds)

Celina: \$3.97M (Co bond funds)

RTR: \$4.35M

Total: \$11.98M

| Option | Description | Initial Cost (M) | | | Comments |
|--------|--|------------------|-----------|---------|--|
| | | Total | Available | Deficit | |
| 5A | <u>Slopes and service road</u> | | | | |
| | a build 4 ln, half GS, SR now* build other half GS when need 4 lns build 5th and 6th in future | \$18.4 | \$12.0 | \$6.4 | Original concept except service road instead of moving CR 51 and putting cul-de-sac for eastern tracts |
| | | | | | |
| | | | | | |
| | b build half thor & GS now build other half of thor & GS in future | \$15.9 | \$12.0 | \$3.9 | Better matches traffic for immediate future |
| | | | | | |
| | | | | | |
| | c build 4 lanes & all of GS now | \$20.8 | \$12.0 | \$8.8 | Least expensive total life cost Larger funding gap |
| 5B | <u>Slopes and extended service road (500')</u> | | | | |
| | a build 4 ln, half GS, SR now* build other half GS when need 4 lns build 5th and 6th in future | \$18.6 | \$12.0 | \$6.6 | Extends service road fully across Tract 5 (addn 500') |
| | | | | | |
| | | | | | |
| | b build half thor & GS now build other half of thor & GS in future | \$16.1 | \$12.0 | \$4.1 | Better matches traffic for immediate future |
| | c build 4 lanes & all of GS now | \$21.0 | \$12.0 | \$9.0 | Least expensive total life cost Larger funding gap |
| | | | | | |

* All "half GS" options include building full embankment now

