



US 380 COLLIN COUNTY FEASIBILITY STUDY

Collin County Commissioners Court



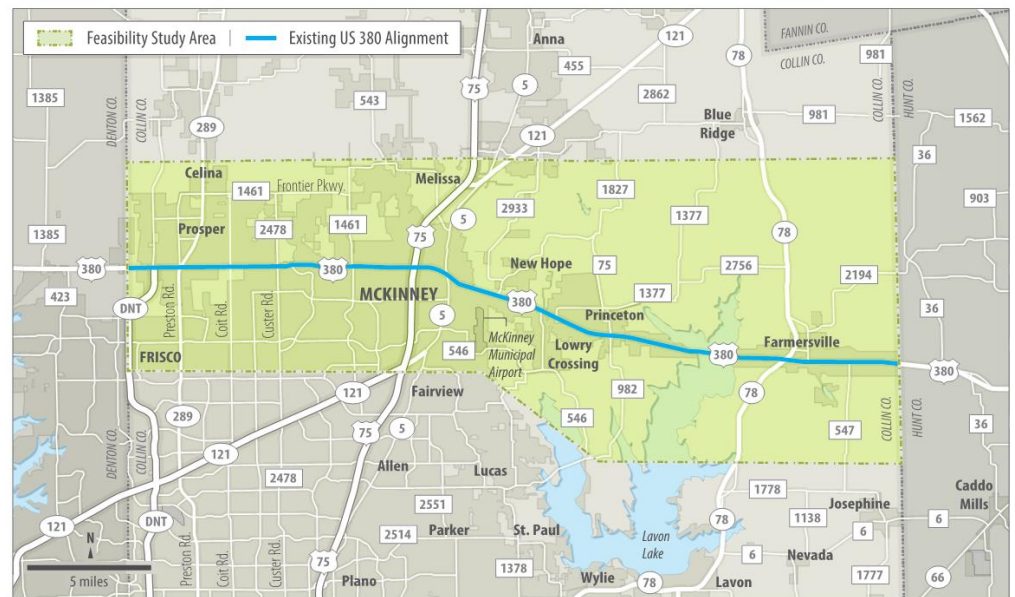
WELCOME

US 380 Collin County Feasibility Study

**DALLAS DISTRICT
PUBLIC MEETING**

**APRIL 26 – MAY 1 –
MAY 3, 2018**

6:00 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.

A black and white photograph of a highway interchange. In the foreground, a white Ford pickup truck is visible on the left, with a license plate that reads 'TEXAS FXR-8556'. In the background, a highway sign for Exit 41 is visible, with a shield for route 380 and directions for Greenville and Denton. A large, dark circular overlay is centered on the image, containing the text 'Collin County Is Growing And Thriving' in a white, bold, sans-serif font.

Collin County Is Growing And Thriving



24%

**INCREASE IN
COLLIN COUNTY
POPULATION FROM
2010 – 2017**

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

166%

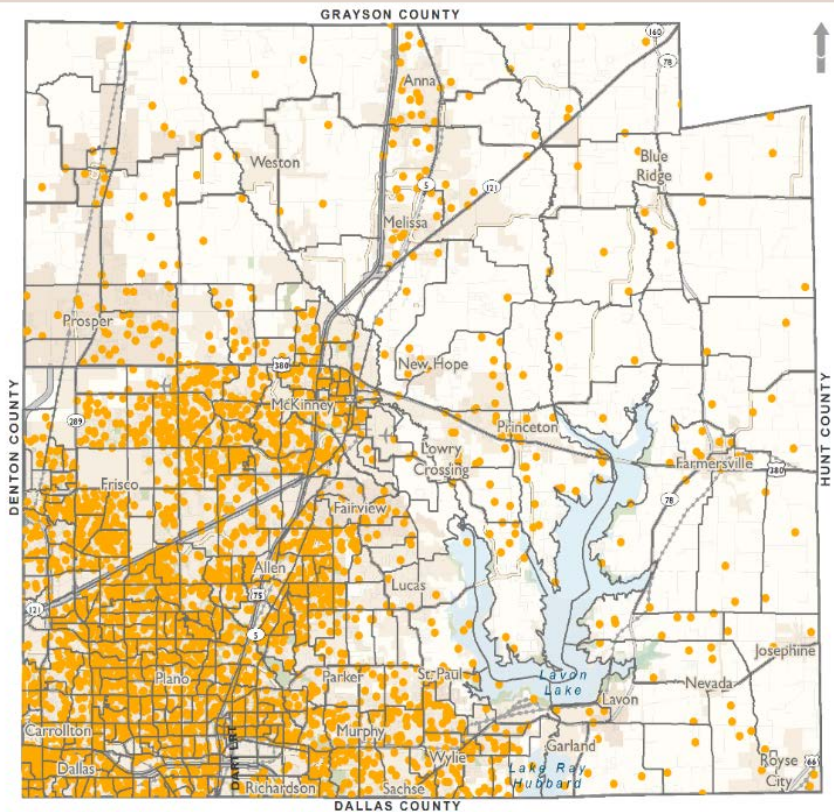
**PROJECTED INCREASE
IN COLLIN COUNTY
POPULATION GROWTH FROM
2018 – 2040***

*"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.*

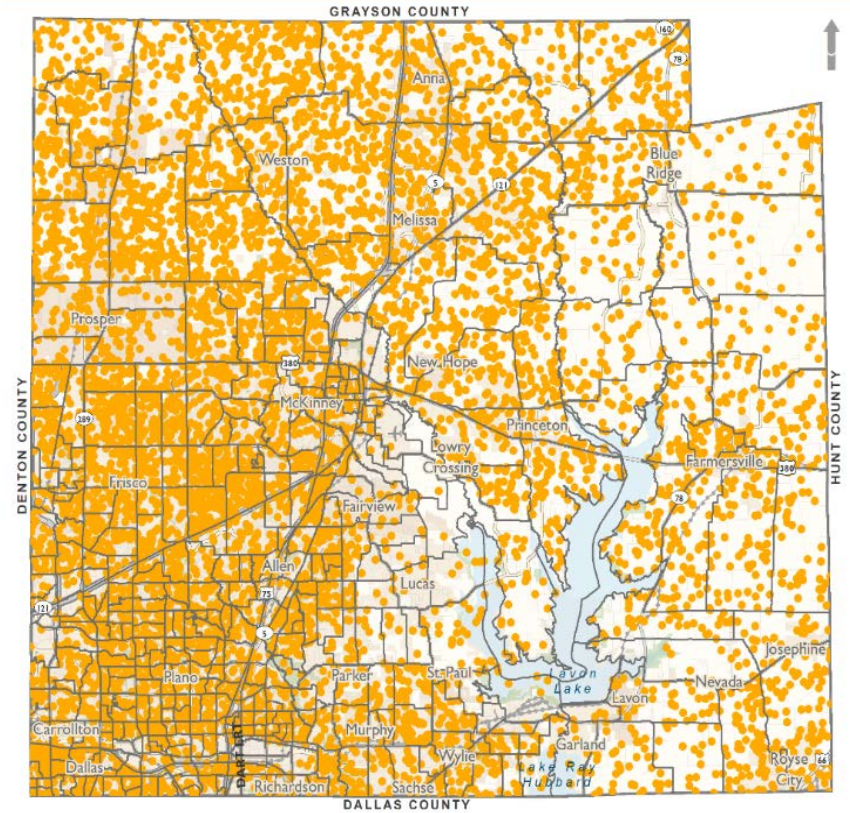
"The Dallas-Fort Worth-Arlington metro area added more people between 2015 and 2016 than any other metro in the country." - Texas State Demographer

Population Growth

2012



PROJECTED BUILD OUT



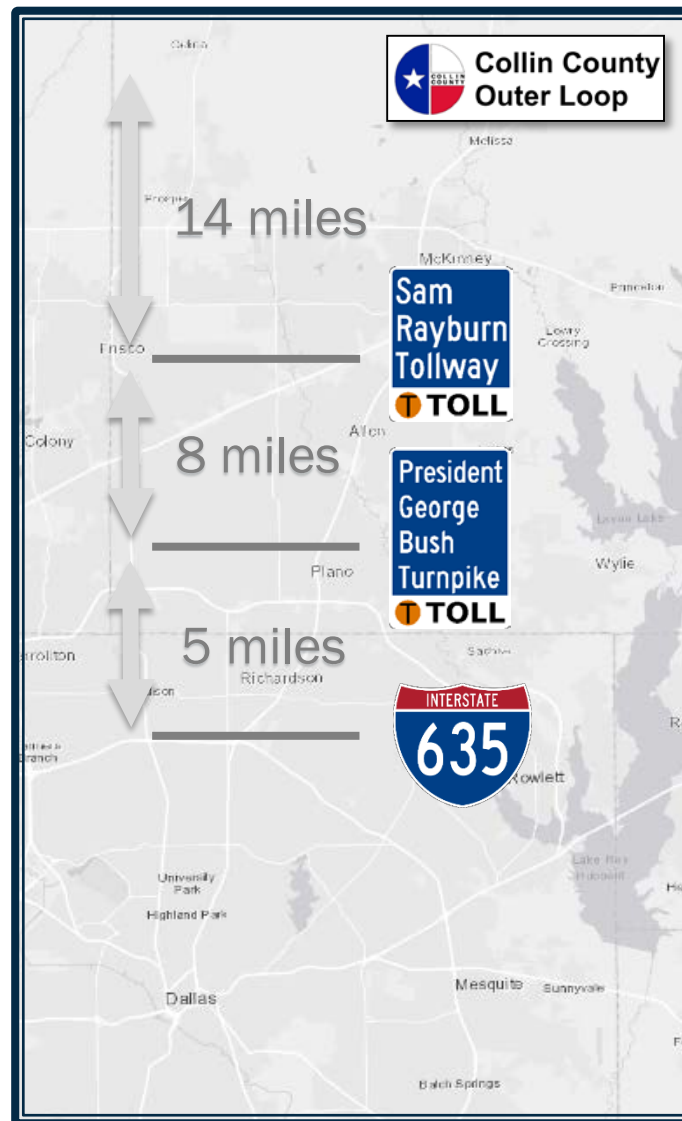
● 1 Dot = 250 Persons

“Mobility Plan Update”, Collin County,
2016

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*





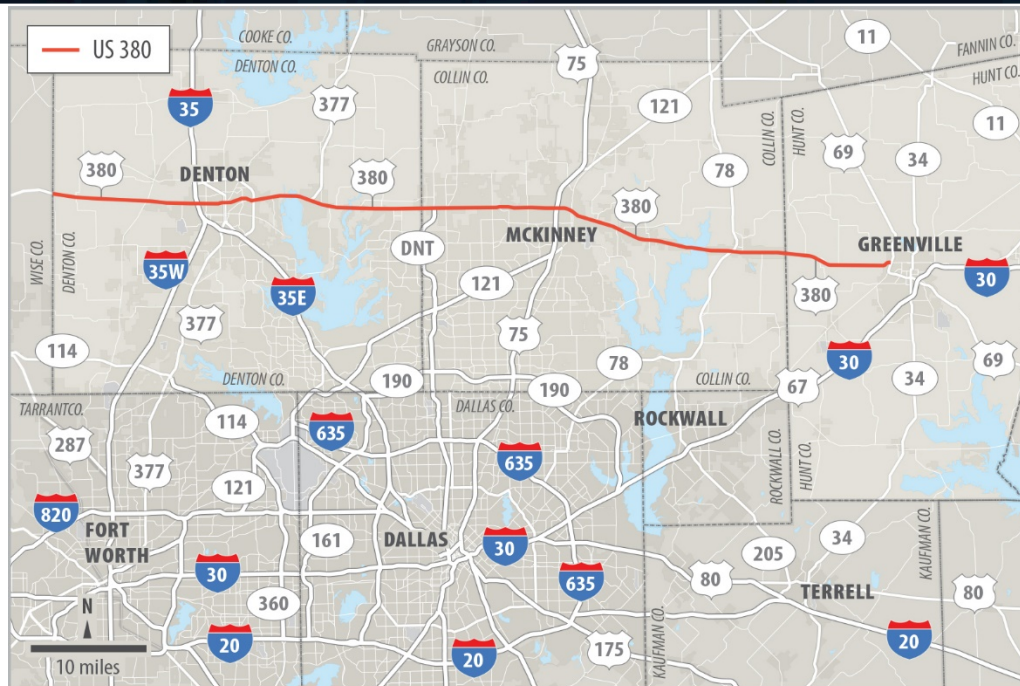
TEXAS DEPARTMENT OF TRANSPORTATION



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)

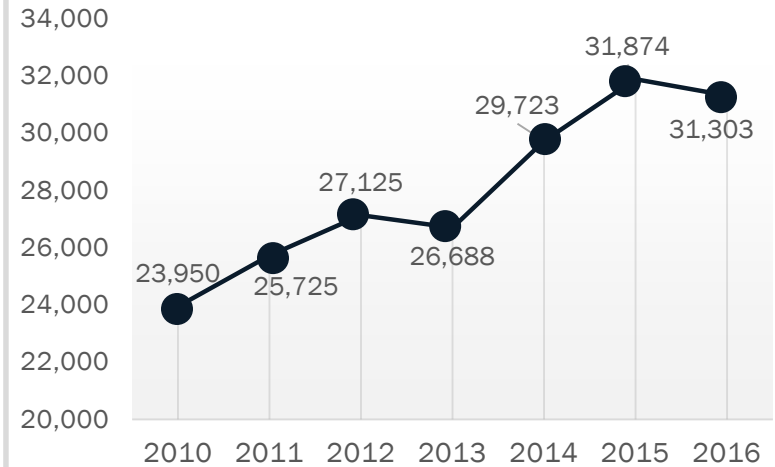
Traffic over capacity during rush hours

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%

Average Daily Traffic Count



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

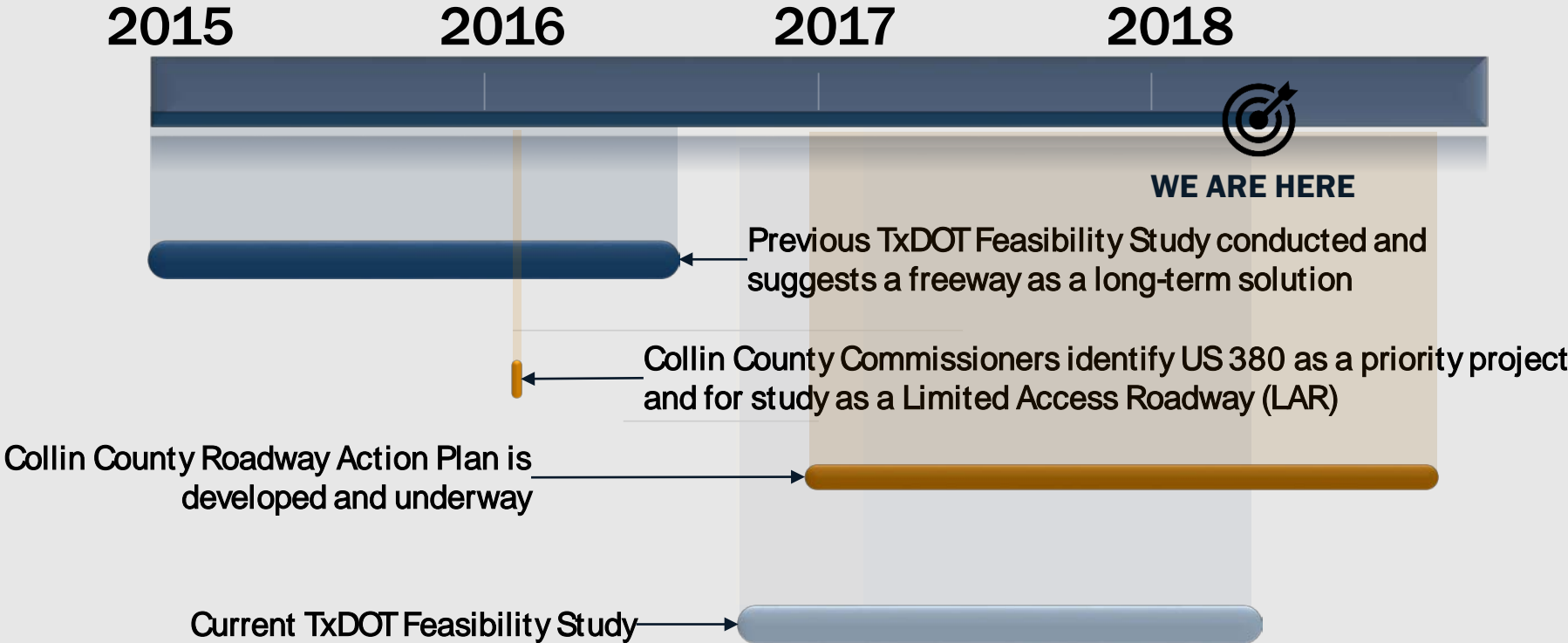
Few additional improvements are planned for US 380 in Collin County between now and 2045.



***Working
Together to
Understand
Future Needs***



US 380 History



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”.

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



**US Army Corps
of Engineers®**



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

A black and white photograph of a large crowd of people, seen from behind, filling the background. The image is slightly blurred, creating a sense of a busy, public event. A large, dark blue circular graphic is overlaid on the center of the image, containing the title text.

***Weighing
Future
Options***

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

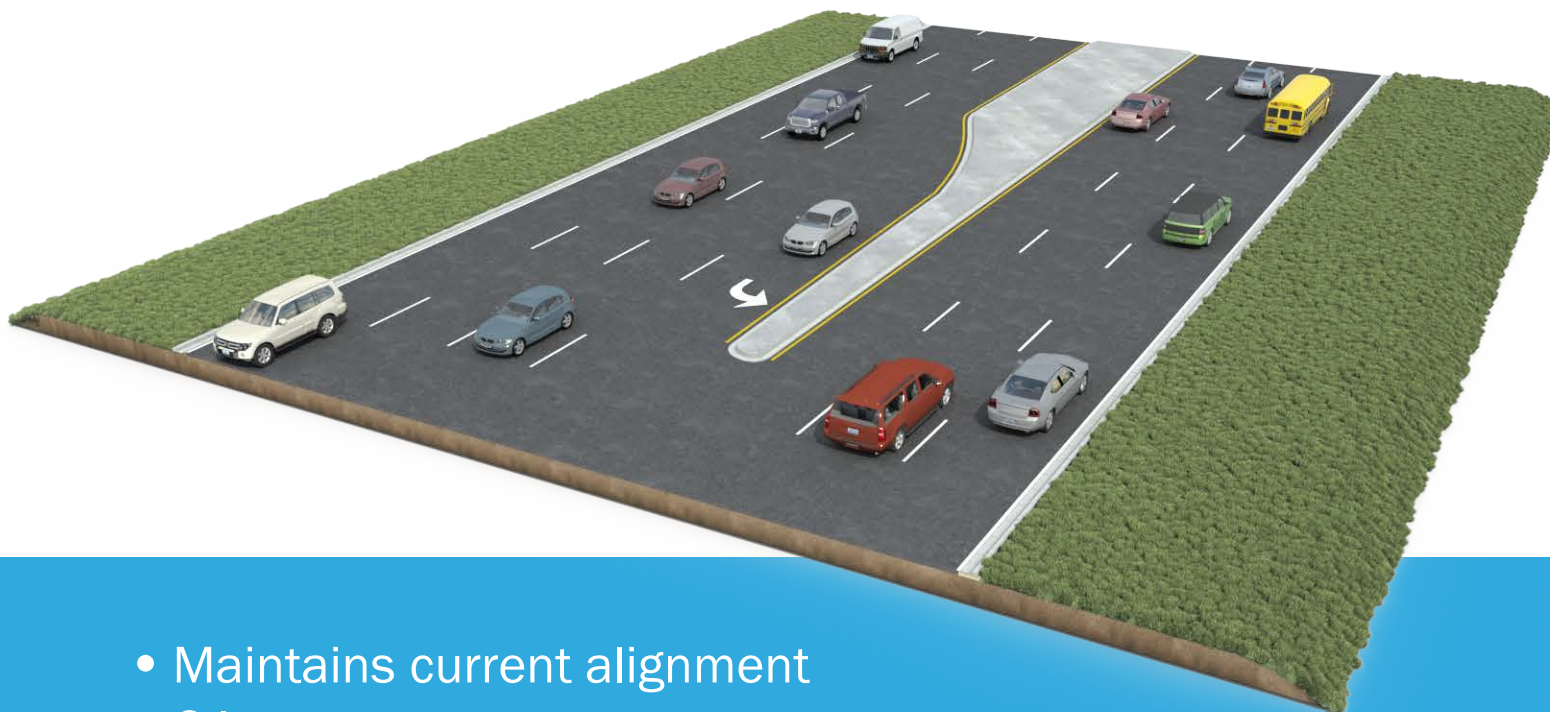
- Variety of options previously studied range from no new improvements to grade separations to freeway alignments

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



- Maintains current alignment
- 6 lanes
- Rated in engineering terms as an “F” level of service (the worst)



GRADE SEPARATED INTERSECTIONS



- 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








FREEWAY



- 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			
Reduces Existing Congestion			
Regional Mobility			
Minimizes Future Congestion Expected from Growth			
Cost	\$\$\$\$\$	\$\$\$\$	\$\$\$\$\$
Supports Future Economic Growth			
TOTAL SCORE			

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

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



NATURAL AND
CULTURAL
RESOURCES



ENDANGERED
SPECIES



LAND USE AND
PARKLAND



WATER RESOURCES
AND FLOOD PLAINS



HAZARDOUS
MATERIALS



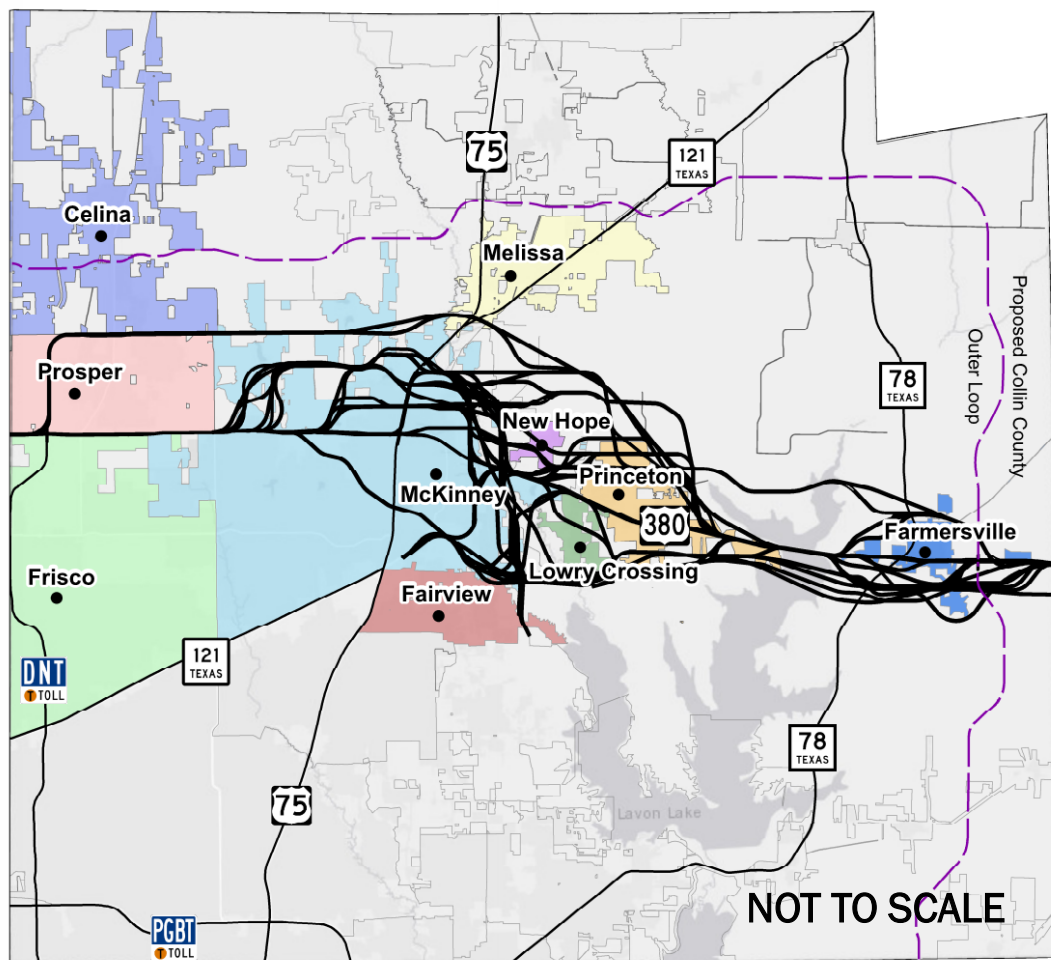
SOCIAL AND
COMMUNITY
IMPACTS



STAKEHOLDER AND
PUBLIC INPUT

Draft Freeway Alignment Options

Many alignments have been developed and studied.

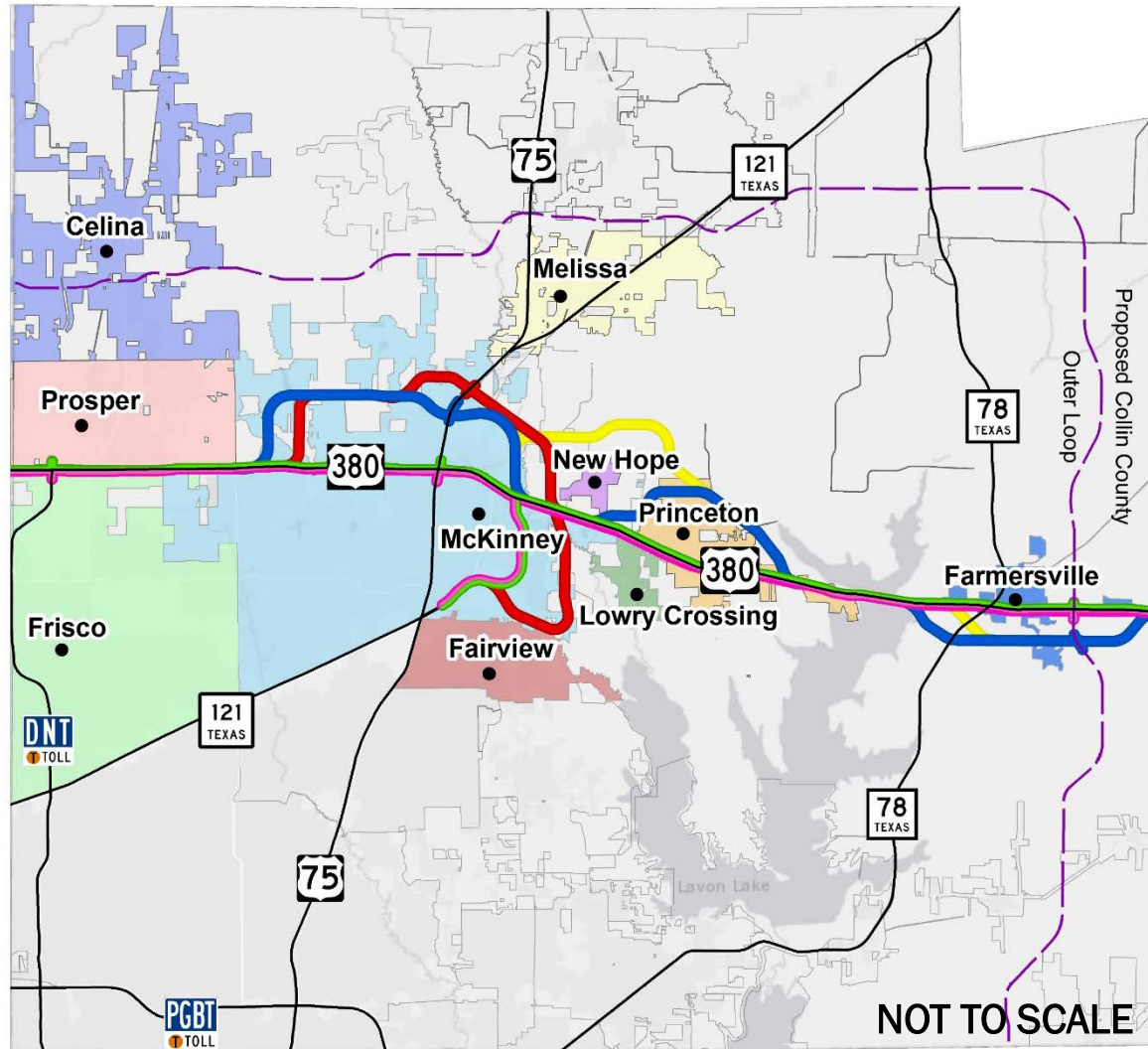


NOT ALL OF THESE ALIGNMENTS ARE VIABLE. SOME WOULD:

- 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





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.

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



**FILL OUT A
COMMENT FORM**



**PROVIDE VERBAL
COMMENT TO COURT
REPORTER**



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

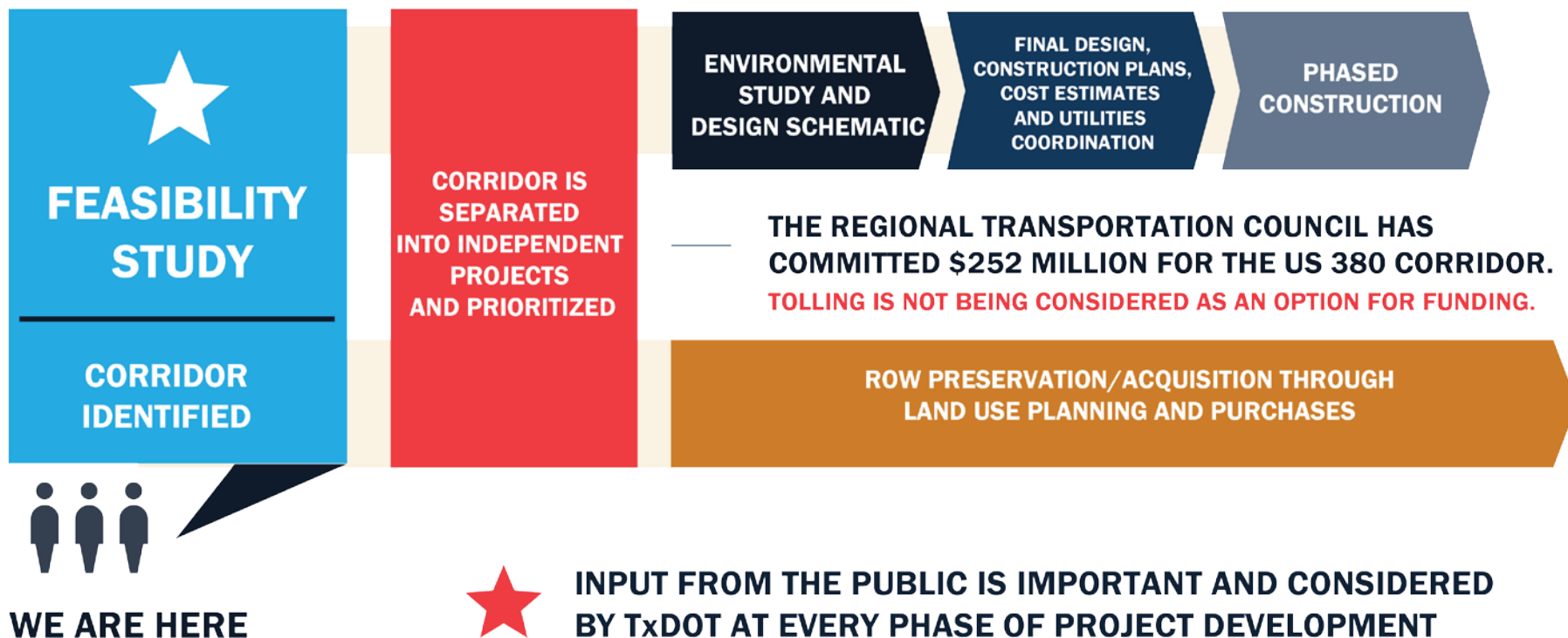
1 recommended alignment option*

SUBJECT 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.



Study Contacts



PLANNING FOR THE FUTURE

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Thank you!

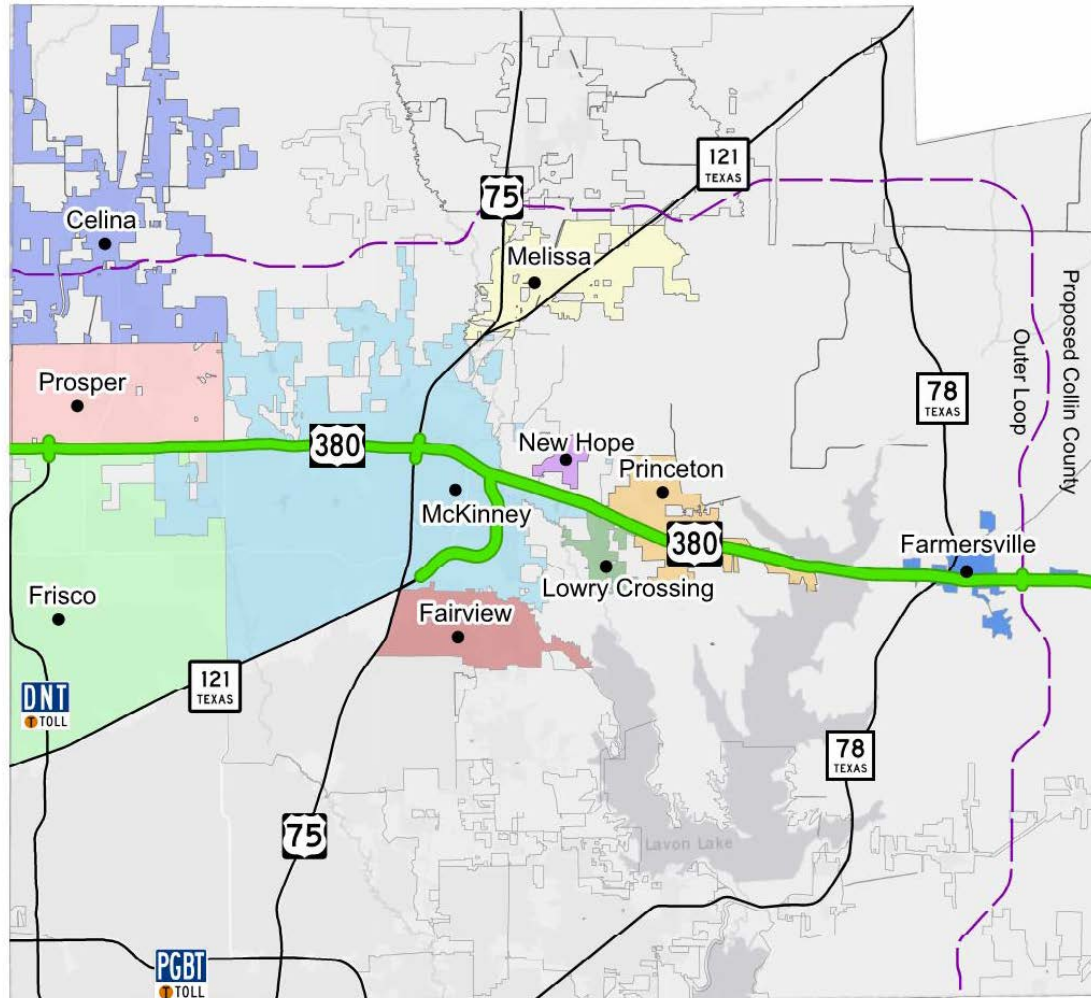


THANK YOU

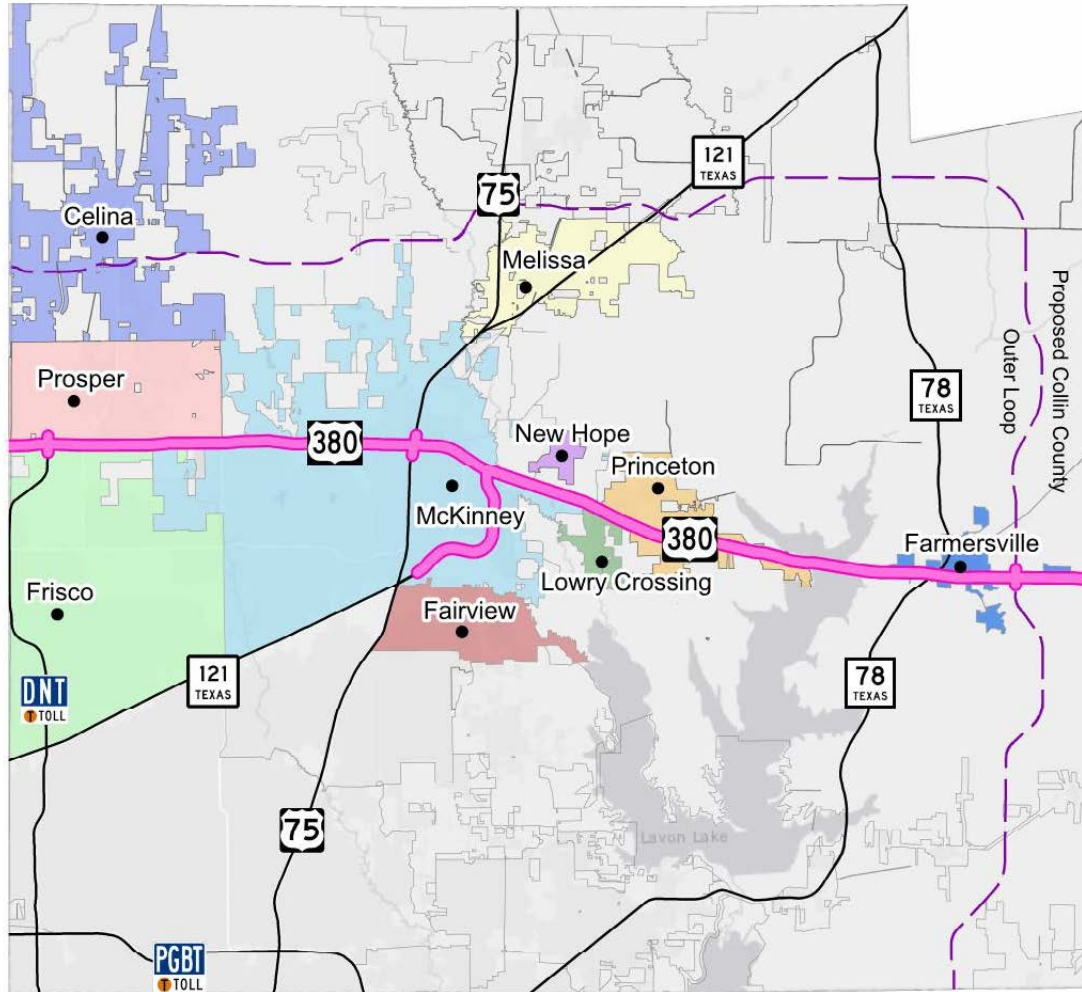
**for taking time to provide input and
help shape the future of US 380 and
Collin County.**

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

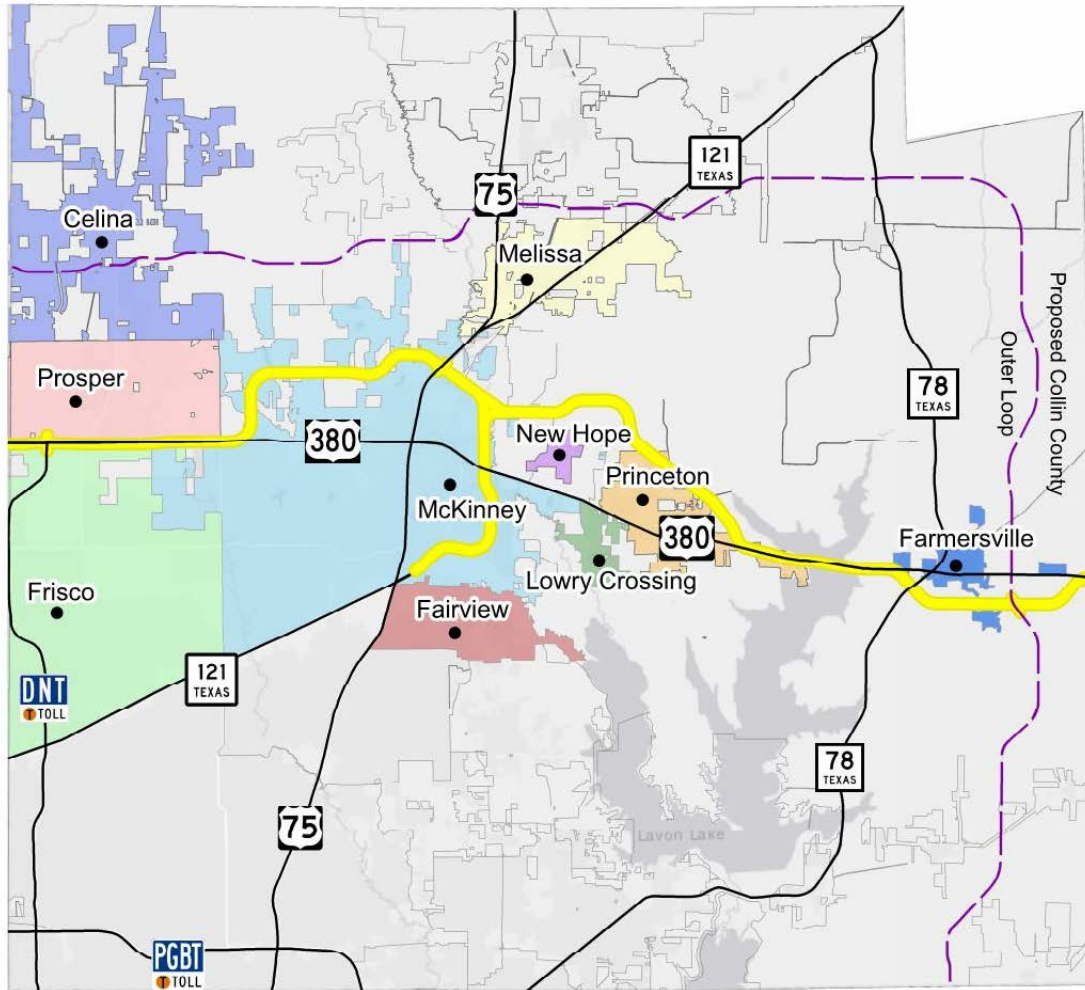
Green Alignment



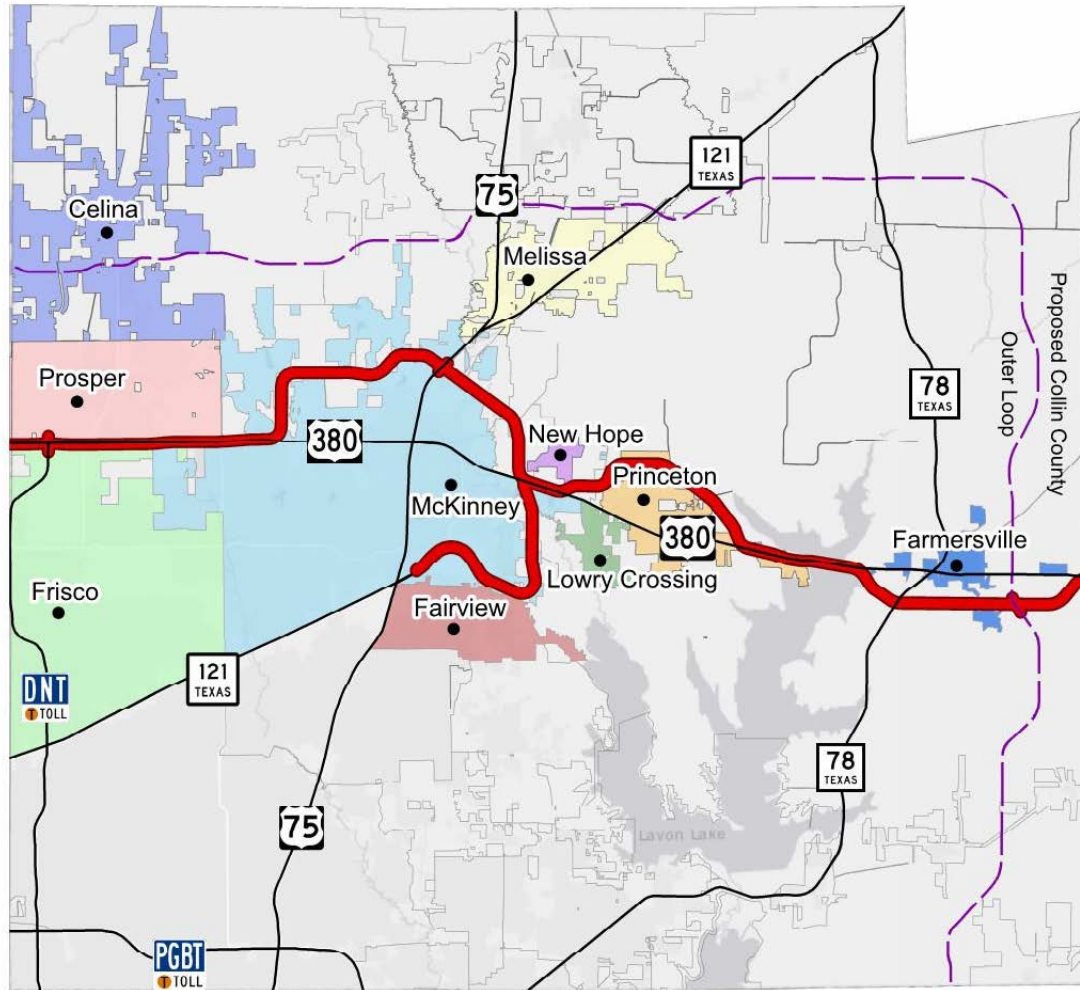
Pink Alignment



Yellow Alignment



Red Alignment



Blue Alignment

