

## **PUBLIC COMMENTS REPORT**

### **WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

#### **Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Saturday, December 20, through Tuesday, January 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Public meetings, project planning and transit comments were in the majority.

#### **Air Quality**

##### **Twitter –**

1. The Texas Electric Vehicle rebate expires on 1/7! If you purchased or leased an eligible vehicle from 9/1/19 through 1/7/21, you can save up to \$10,000 off a new EV. For more info and to download this incentive flyer in English and Spanish, visit <http://nctcog.org/aqfunding>. – NCTCOGTransportation (@NCTCOGtrans)



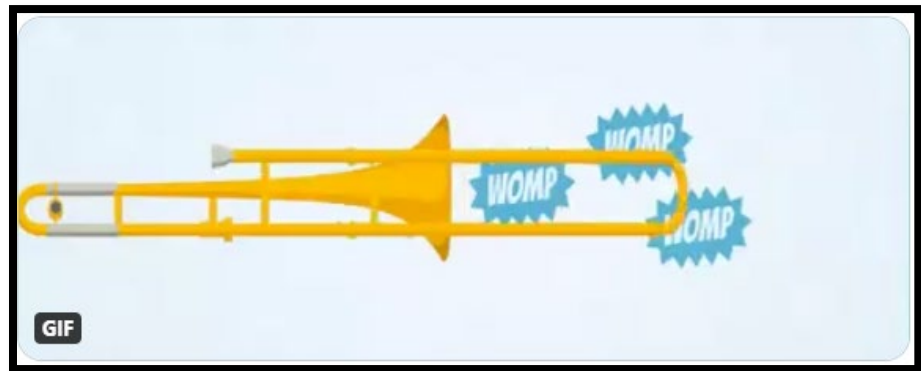
Any prospect of an program to support the purchase of e-bikes in 2021?

Now that's something I'd love to partake in! – Loren S. (@txbornviking)

That would be cool! Let me see if I can find an answer for you. –  
NCTCOGTransportation (@NCTCOGtrans)

Hi, Loren! Did some asking around and, unfortunately, there are no programs  
that provide funding or assistance with purchasing bikes of any kind. –  
NCTCOGTransportation (@NCTCOGtrans)

Maybe 2021 can be the year! – Loren S. (@txbornviking)



This is a shame. Rebates on e-bikes would be more life-changing to the most  
vulnerable than EV ever will. – Sean 🛎️👤🌸⌚🎲🚲🏈👉📖 My 'Aloha' = 'Ia  
Ora Na' 🌴 (@seanjhunt13)

## Aviation

### Twitter –

1. Where DO YOU put #skyports that will serve #airtaxi of the future? Citywide travel patterns  
are critical, and you can't get them for an entire metro without #bigData

Read O-D validation developed by @ElevateUber drawing on @NCTCOGtrans +  
@StreetLightData: <https://lnkd.in/gkEgvqq>. – StreetLight Data (@StreetLightData)



2. Our own Ernest Huffman was recognized by @AUVSI for his work integrating UAS into North Texas! Help us celebrate this achievement! 🎉 – NCTCOGTransportation (@NCTCOGtrans)



Congratulations, Ernest! 🎉 – Christina Roach (@ChristinaGRoach)

## Bicycle & Pedestrian

### Facebook –

1. Happy GREEN New Year! 🍀 When you're setting your New Year's resolutions, think about these tips: <https://www.airnorthtexas.org/single-post/a-green-new-year>. – NCTCOG Transportation Department



Plus, as a side note, this information that was reported this morning in The Cross Timbers Gazette newspaper potentially affects Lantana, Copper Canyon, and Highland Village here in southern Denton County: “Exploratory plans are underway to potentially extend the Lantana Hike and Bike Trail though Copper Canyon to connect to the Highland Village trail system.” – Paul McManus

### **Project Planning**

#### **Email –**

##### **1. Ned Woodbridge (see Attachment #1)**

To the Transportation department of NCTCOG,

This email is to provide comments on the proposed US 380 alignments as presented by TxDOT in the Virtual Public Meeting held December 2, 2020, attached hereto. I understand NCTCOG has been involved with this study as well. I refer to the alternative alignments by their colors in the above-referenced presentation pages 19-24.

I am writing in favor of the proposed blue alignment along the existing US 380. The Orange alignment is second-best as an alignment to address future growth when & if it develops. To be clear, I am strongly opposed to the purple and yellow alignments for environmental, mobility and economic cost reasons.

The presentation of December 2, 2020 laid out alternatives being considered and the key Evaluation Criteria to be considered, including Engineering/Mobility, Environmental and Economic. The proposed blue alignment by far maximized these priorities, and should be chosen.

Engineering/Mobility

Expanding the existing 380 roadbed in the blue alignment best optimizes the serving of existing communities and the future growth pattern – the shortest, cheapest and most convenient distance is a straight line! (best serving the communities along 380). Second, 380 is a major east-west corridor that extends from Greenville (connecting with I-30) all the way west through Texas and through much of New Mexico – the straight line optimizes where people will want to travel. Safety and the crash rate are best with the blue alignment. The purple and yellow routes are unnecessary and would add undue traffic and congestion onto FM 428 and its feed into the 288 Loop.

## Environmental

The Greenbelt and Clear Creek flood plain are ecological, environmental and recreational treasures to be preserved and on which the impact should be minimized to the greatest extent possible. There is little need to create another alignment such as the purple and yellow so close to the blue. These latter alignments would bifurcate and destroy Environmentally Sensitive Areas which are critical to habitat and water quality in the area.

Impact on existing businesses in the blue alignment can be minimized by engineering creativity: by moderately altering the route as shown, PLUS creating either sunken through-traffic lanes in the congested areas (only a mile or so) or elevated lanes (which I prefer less) to displace as few existing businesses as practical. By sunken lanes, I refer to the LBJ expressway in Dallas where express lanes were excavated, compressing the total ROW required yet creating the necessary traffic capacity.

## Economic

The length, construction costs, and acquired right of way all are maximized by the blue alignment, as outlined in the presentation. Impact on existing businesses in the blue alignment can be minimized by engineering creativity, as noted above.

In conclusion, the blue alignment by far represents the optimal solution, followed by the orange alignment. US 380 should remain the primary east-west route to handle Collin and Denton Counties as well as the cross traffic further east or west. The purple and yellow alignments should be ruled out completely. The teal alignment is undesirable in that it would funnel traffic to a choke point, create significant congestion at the intersection of FM 428 and the 288 Loop, and create a major separation of communities in the northern part of the City of Denton by a highway; instead, if done at all (I think it unnecessary), this outer loop should remain an outer loop and connect due west to I-35 north of Milam Rd.

Thank you for your consideration.

## 2. Thom Bouis

Please consider extending SH-205 across or around Lake Lavon to connect with Parker Rd in Collin County. This would facilitate the thousands of daily local business trips between Plano, Parker, Lucas, Wylie, Lavon, Rockwall, and Terrell.

## Twitter –

1. Hey @PeteButtigieg could we replace I-345 in Dallas with something like this? They're about the same length & would transform Dallas. Plus it would give everyone at @TxDOT & @NCTCOGtrans an aneurism since all they know to do is widen highways. #Dallas #ChampsElysees #I345 – Andrew Wallace (@agwallace92)



### **Public Meetings & Forums**

#### **Twitter –**

1. Walker's Mallory Baker is a featured speaker at the 1/20 @NCTCOGtrans Task Force's quarterly forum. This month's focus is on North Texas' parking reform and solutions. – Walker Consultants (@walkerconsultants)






## Coordinated Land Use and Transportation Planning Task Force

Wednesday, January 20, 2021 | 2:00 - 4:00 PM  
Zoom Meeting

**ABOUT THE TASK FORCE**  
A quarterly forum for North Texas local governments to discuss best practices around coordinating land use and transportation plans, policies, and projects. The goal of the task force is to provide information sharing and best practices from across the Dallas-Fort Worth region. Each quarter will feature a regional focus topic in addition to local planning updates on a variety of projects.


**JANUARY FOCUS: NORTH TEXAS  
PARKING REFORM AND SOLUTIONS**  
"If you can park it, you can build it." Is it time for that to change? Walkable mixed-use centers, community downtowns, and main street redevelopments have been on the rise in North Texas. While our transportation system demands cars for most destinations, how do we manage parking for downtowns and walkable communities without compromising their design? Hear from planners, parking experts, and others on the experience of working toward better parking management.



**Featured Speakers:**  
**Alek Miller**, City of McKinney  
**Mallory Baker**, Walker Consultants  
**Andrea Udrea**, City of Dallas  
**Maggie Campbell**, Downtown Arlington Management Corporation

Visit [WWW.NCTCOG.ORG/LUTTF](http://WWW.NCTCOG.ORG/LUTTF) for more information

2. Surface Transportation Committee meeting this morning with @NCTCOGtrans' Kevin Feldt for an update on DFW area High Speed Transportation. #HighSpeedRail – North Dallas Chamber (@NDCC)



## High-Speed Transportation - Fort Worth

Chamber of Commerce – Surface Transportation Committee

### Phased Approach

**Phase 1 – Alternative Development**

- Public and Agency Engagement
- Alternative Development
- Alternative Screening

**Phase 2 – Engineering & Environmental**

- Conceptual Engineering
- National Environmental Policy Act Documentation and Approval
- Preliminary Engineering
- Financial and Project Management Plans

3. The @NCTCOGtrans is hosting a pair of virtual public meetings regarding the study of high-speed transportation options between the downtowns of Fort Worth and Dallas.

<https://nctcog.org/trans/plan/transit/transit-planning/high-speed-rail/dfw-high-speed-transportation-connections->

study?fbclid=IwAR1Poo6FMWmDsJol24C833cVClwViSAvTpX\_A9w4fD\_A4Sf4Zb5DcoH24vc – Fort Worth Urban (@UrbanFortWorth)



The I-30 alignment really seems the only "logical" option here... – Loren S. (@txbornviking)

I hear a lot of people wanting a stop at DFW ? They don't understand high speed is competition to airlines. They also go from city to city. Or at least that is the ultimate goal. Light-rail, Monorail, go from the inner city to airports. High-speed is a totally different animal. – Nick Martinez (@martineznicNick)

### Transit

#### Email –

##### **1. Khalil Abdulnour**

Dallas, Texas, and the entire country are falling behind all of the developed countries (and even developing countries) on mass transit and mobility. Poor and bankrupt Greece, Colombia, Mexico, Russia, and Turkey all have better public transportation than us. That's very sad and shameful. We need to address the fact that we cannot continue growing based on cars and highways. It is not sustainable...for Earth, government spending, and our health. Dallas and DFW have become just a big sprawl. We have destroyed our cities, farmland, and nature with endless suburban sprawl and highways. Let's learn from civilized countries like Germany and Japan. Reduce the cars and highways, and build human-scale cities for walking, bicycles, and public transportation. It is good for small businesses, it connects cities and neighbourhoods together, reduces spending on road maintenance, and reduces auto deaths.

Our current spending in DFW and Dallas is very inefficient. We are wasting a lot of money on empty buses and trains that go out to the suburbs, yet are full of homeless. At the same time living within Dallas requires us to drive 5 minutes on a highway and park in a 4 story garage just to get a gallon of milk from the store. Buses and trains within Dallas are useless. We need to redirect the funds from the empty DART trains, and into buses and trolleys that connect the



Dallas neighbourhoods. We should be able to conveniently take a short and fast bus ride from uptown to downtown, Henderson to Deep Ellum, or Bishop Arts to Oak Lawn. This is a very basic service that any good city should provide. Otherwise we are currently just a condensed suburb full of highways and parking garages. Also very important is to get rid of the homelessness. We cannot let crazy drug addicts roam our streets. Collect them and put them somewhere. A mother should feel safe allowing her children to walk to the school or park alone. Lastly we need protected bicycle lanes. A bicycle lane is useless if drivers can ignore and drive over them. We need to promote walking and biking, and punish driving. These demands are not complicated. Let's open our eyes. We are the laughing stock of the world with our car-centric infrastructure. Our country is falling behind and we need to fix it. I would be happy to help or be a part of the planning if you need it.

Thank you

## **2. Randle K. Eschberger**

Bus service arrived in far North Fort Worth a few years ago. These busses are empty. Ridership does not support the cost of operating these bus lines. Please consider canceling this service as it is not an effective use of tax dollars. As an alternative please consider a ride share voucher program for the very small number of people who may require public transportation in the area.

## **3. Billy Hanson**

Join dart for Tarrant and Denton Counties.

## **Other**

### **Email –**

#### **1. Andrea Gomez**

I just wanted to take a sec to let someone know how helpful the NCTCOG Transportation education page

<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Ftrans%2Fabout%2Feducate%2Ftransportation-activities&data=04%7C01%7Cc Baylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknwn%7CTWFpbGZsb3d8eyJWljo iMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I k1haWwiLCJXVCi6Mn0%3D%7C3000& sdata=QagdpKabOtofBCvccoqW9Yz4TyymrhUGI4HwqjnCSJE%3D& reserved=0> has been for my family and me.. My mother moved in with us before the COVID outbreak, and then with twin girls we've definitely had our hands full LOL.. But, I was able to find some excellent online resources to use with them (their school district is back to remote learning right now) Amy and Alexandra especially enjoy the virtual field trips.. they loved the national parks ones. Its been wonderful grandma/granddaughter bonding time !

The girls suggested that we should send a thank you note...or e-mail I guess haha. It does feel like a good opportunity to put a little positivity into the world and I figured you'd appreciate knowing someone was benefiting from it so here we are =) Thanks!!

And we also wanted to share another resource to repay the favor, so Alex, Amy, and GG all helped to pick out a great resource for virtual field trips, at <https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.titlemax.com%2Farticles%2Froad-trip-from-home-virtual-field-trips%2F&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=XtK%2Fzam99Fp5FPeKKyrCgYWB%2BLPW1nI6n9GKB%2B6TCBY%3D&reserved=0> . It has awesome virtual trips and tours from all over the world.. They thought you'd want to add it to your educational resources, so that other families can use it! Hopefully its helpful..

Thank you again, Carli and have a good day. If you are able to add their suggestion to your page I'll make sure to show them.. everyone was excited to see if you liked it so I'm thinking they'll be proud seeing it on there. Stay safe and happy holidays! Thanks.



# Virtual Public Meeting

## US 380 Denton County Feasibility Study

US 380 from I-35 to the Collin County Line

December 2, 2020

Denton County, Texas






TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting would have.

## What you should know about COVID-19 to protect yourself and others

- Know about COVID-19**
  - Coronavirus (COVID-19) is an illness caused by a virus that can spread from person to person.
  - The virus that causes COVID-19 is a new coronavirus that has spread throughout the world.
  - COVID-19 symptoms can range from mild (or no symptoms) to severe illness.
- Know how COVID-19 is spread**
  - You can become infected by coming into close contact (about 6 feet or two arm lengths) with a person who has COVID-19. COVID-19 is primarily spread from person to person.
  - You can become infected from respiratory droplets when an infected person coughs, sneezes, or talks.
  - You may also be able to get it by touching a surface or object that has the virus on it, and then by touching your mouth, nose, or eyes.
- Protect yourself and others from COVID-19**
  - There is currently no vaccine to protect against COVID-19. The best way to protect yourself is to avoid being exposed to the virus that causes COVID-19.
  - Stay home as much as possible and avoid close contact with others.
  - Wear a mask that covers your nose and mouth in public settings.
  - Clean and disinfect frequently touched surfaces.
  - Wash your hands often with soap and water for at least 20 seconds, or use an alcohol-based hand sanitizer that contains at least 60% alcohol.
- Practice social distancing**
  - Buy groceries and medicine, go to the doctor, and complete banking activities online when possible.
  - If you must go in person, stay at least 6 feet away from others and disinfect items you must touch.
  - Get deliveries and takeout, and limit in-person contact as much as possible.
- Prevent the spread of COVID-19 if you are sick**
  - Stay home if you are sick, except to get medical care.
  - Avoid public transportation, ride-sharing, or taxis.
  - Separate yourself from other people and pets in your home.
  - There is no specific treatment for COVID-19, but you can seek medical care to help relieve your symptoms.
  - If you need medical attention, call ahead.
- Know your risk for severe illness**
  - Everyone is at risk of getting COVID-19.
  - Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more severe illness.

 [cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)



1. Inform the public of project status and present recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.



Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 17, 2020**.



## Survey

Click the provided link on the website



## Comment Online

Click the provided link on the website



## Email Us

Stephen.Endres@txdot.gov



## Mail-in Comments

TxDOT Dallas District Office  
Attn: Stephen Endres, P.E.  
4777 E. Highway 80  
Mesquite, TX 75150



## Leave a Voicemail

(833) 933-0435

For general questions about the presentation or the project, please contact TxDOT Project Manager, Stephen Endres, P.E. at [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).



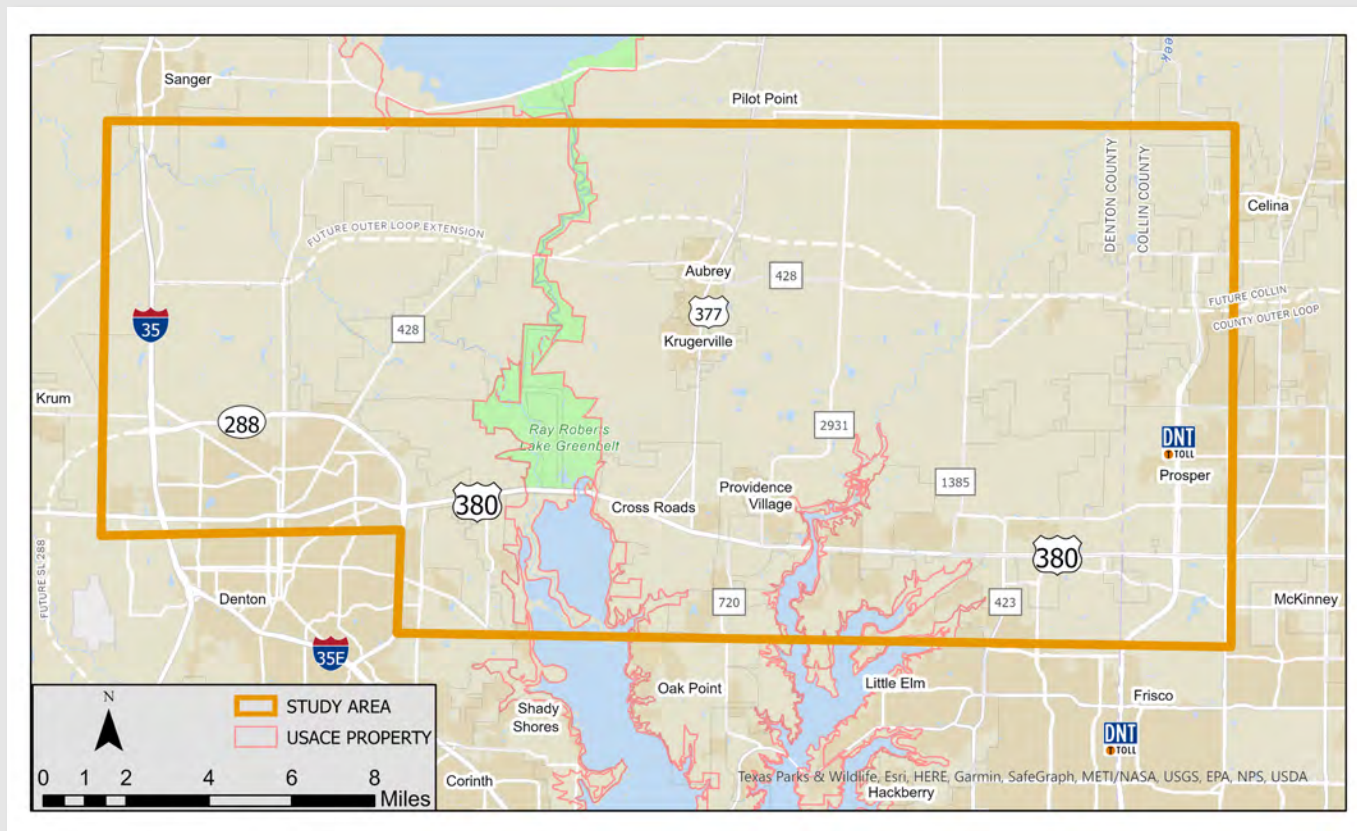


### Websites

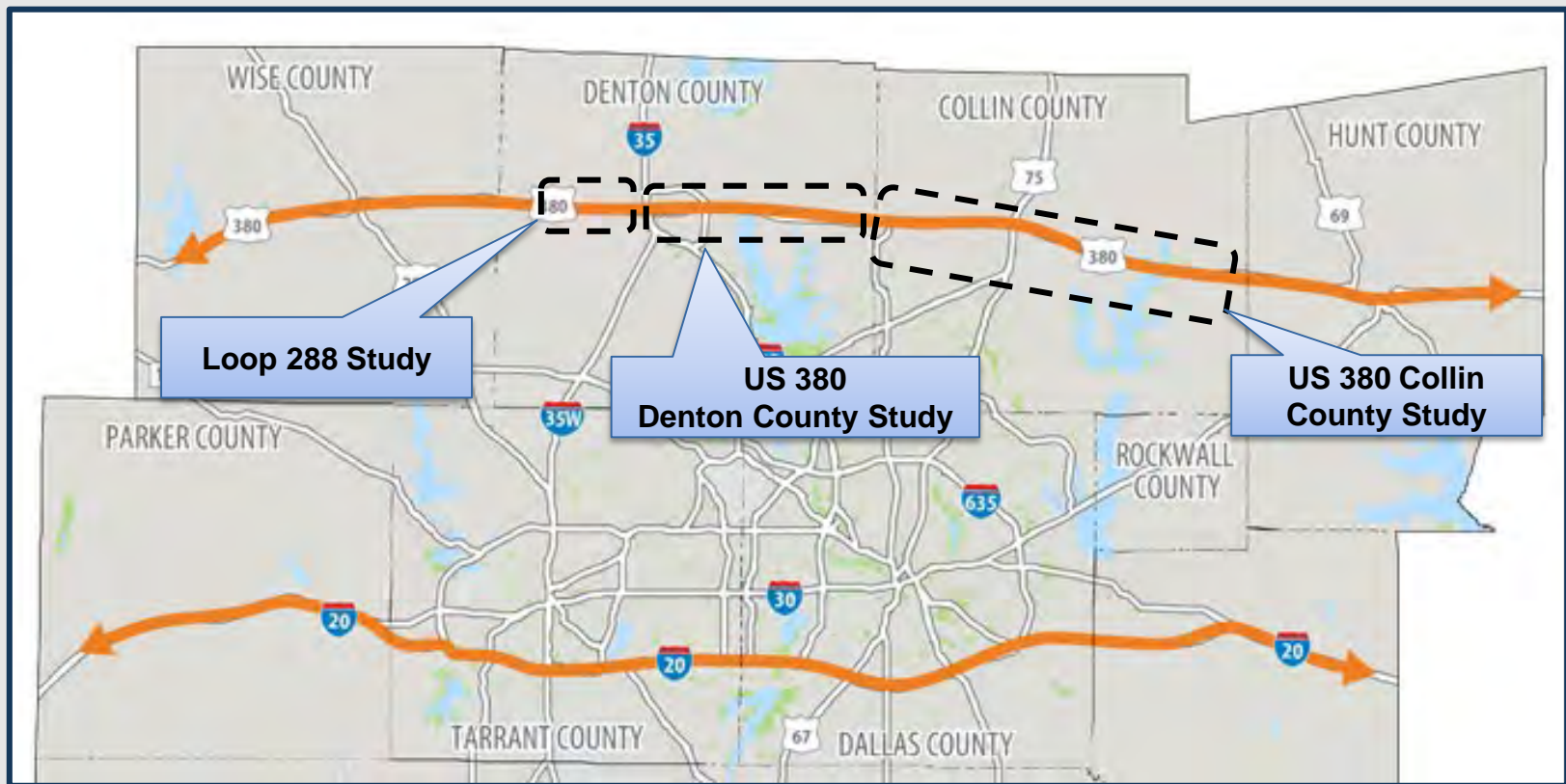
- [www.keepitmovingdallas.com/](http://www.keepitmovingdallas.com/)  
Under “Public Hearings/Meetings”
- [www.Drive380.com](http://www.Drive380.com)  
Feasibility Study Website
- <http://www.keepitmovingdallas.com/US380DentonPM2>  
Direct site link to the posted materials

## US 380 Denton County Feasibility Study

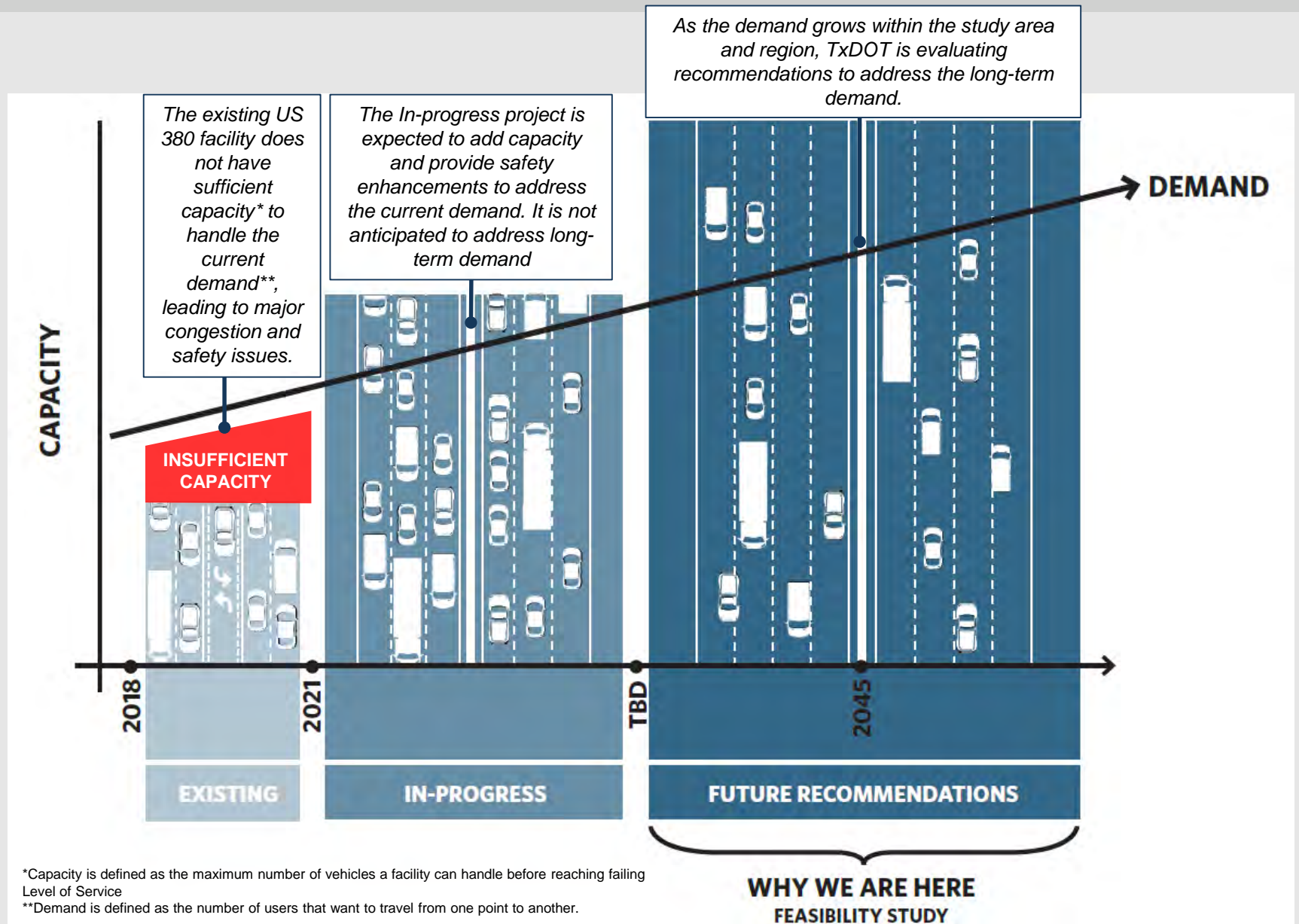
**PROJECT LIMITS:** From I-35 to the Collin County Line  
**COUNTY:** Denton



- US 380 provides vital connectivity between Collin and Denton counties, similar to I-20 for Dallas and Tarrant counties. Currently, three major studies are working together to improve this connectivity. US 380 Denton County Feasibility Study and two recently completed studies: Loop 288 in Denton County and the US 380 Collin County Feasibility Study.



# Purpose of Study





The study is anticipated to recommend a solution that has both regional and local benefits.

## Regional



Provide regional connectivity by providing an East-West connection serving Collin and Denton Counties

## Local



Provide reliable travel time and minimize congestion

Enhance driver expectations for travel on US 380

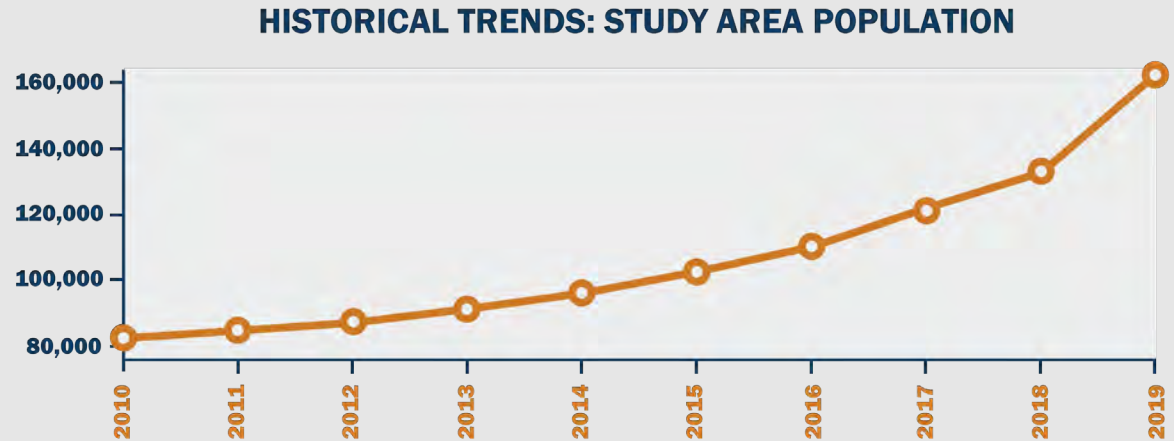
Minimize human and environmental impacts

Provide roadway network reliability



- Multiple cities within the study area have doubled in size over the past 10 years.

CITY	% INCREASE IN POPULATION 2010-2019*
CELINA	122%
PROSPER	160%
FRISCO	60.7%
LITTLE ELM	105.1%
PROVIDENCE VILLAGE	160.8%
AUBREY	87.1%
CROSS ROADS	3.5%
DENTON	26.1%



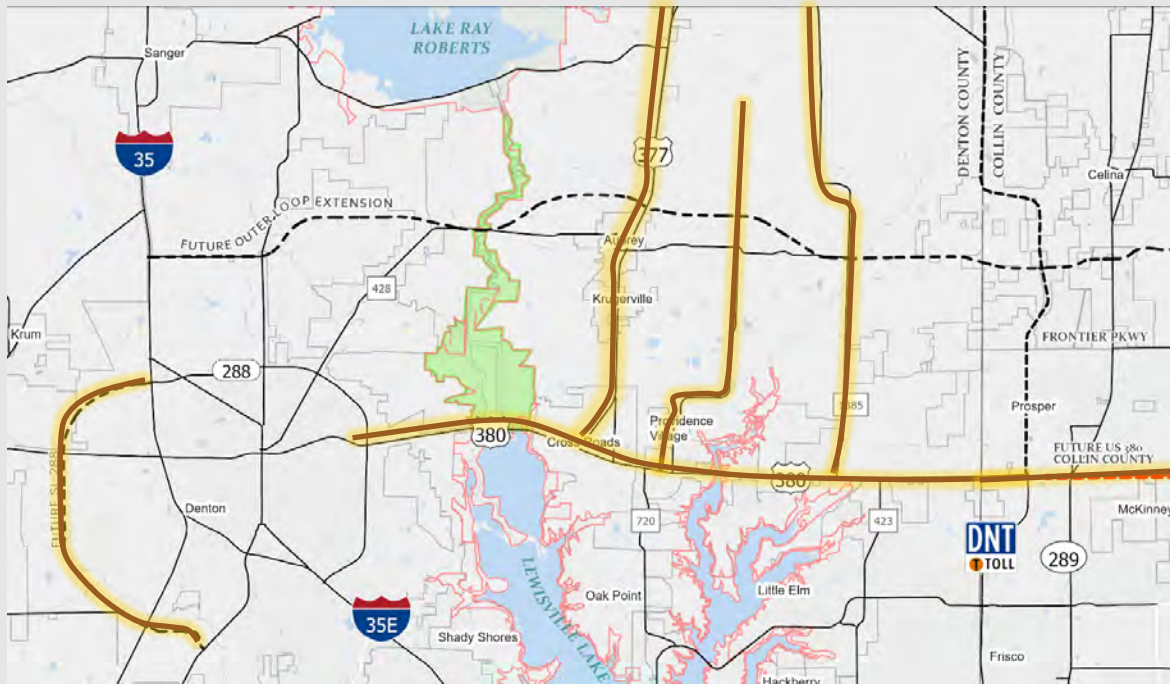
\*<https://www.demographics.texas.gov/Data/TPEPP/Estimates/>



# 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.



## ARTERIAL IMPROVEMENTS

US 380  
FM 2931  
FM 1385  
US 377



## NEW FREEWAY

US 380 (COLLIN COUNTY)  
LOOP 288 EXTENSION



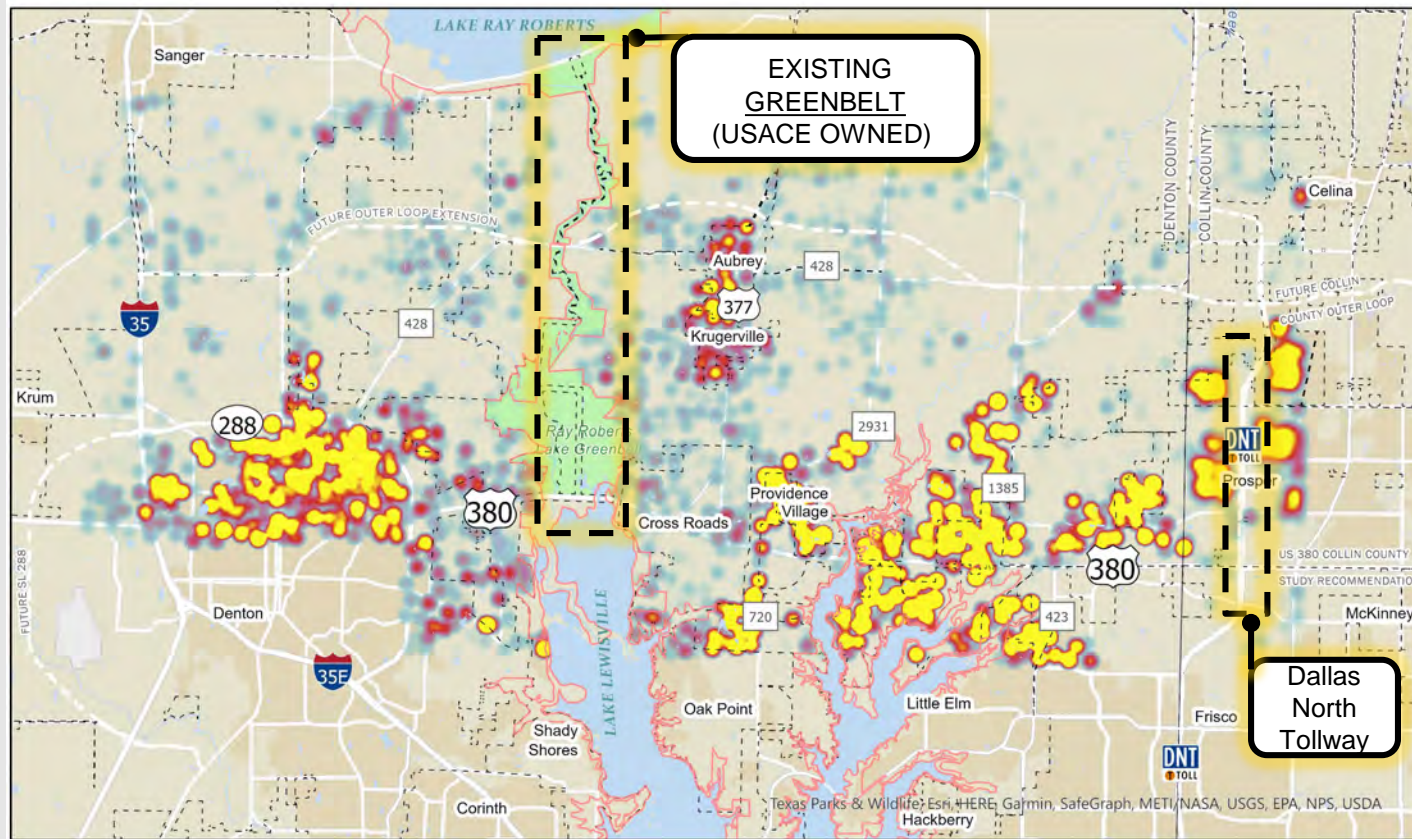
## US 380 GRADE SEPARATIONS

FM 720  
Legacy Drive  
Teel Parkway  
Navo Road  
FM 423

# Study Area Constraints



Environmental resources and current and future development limit opportunities for an ideal roadway grid system. US 380 serves as the primary east-west roadway within the immediate area.



Residential and commercial constraints are shown on the map by density. Blue is less dense, red to yellow is higher density development.

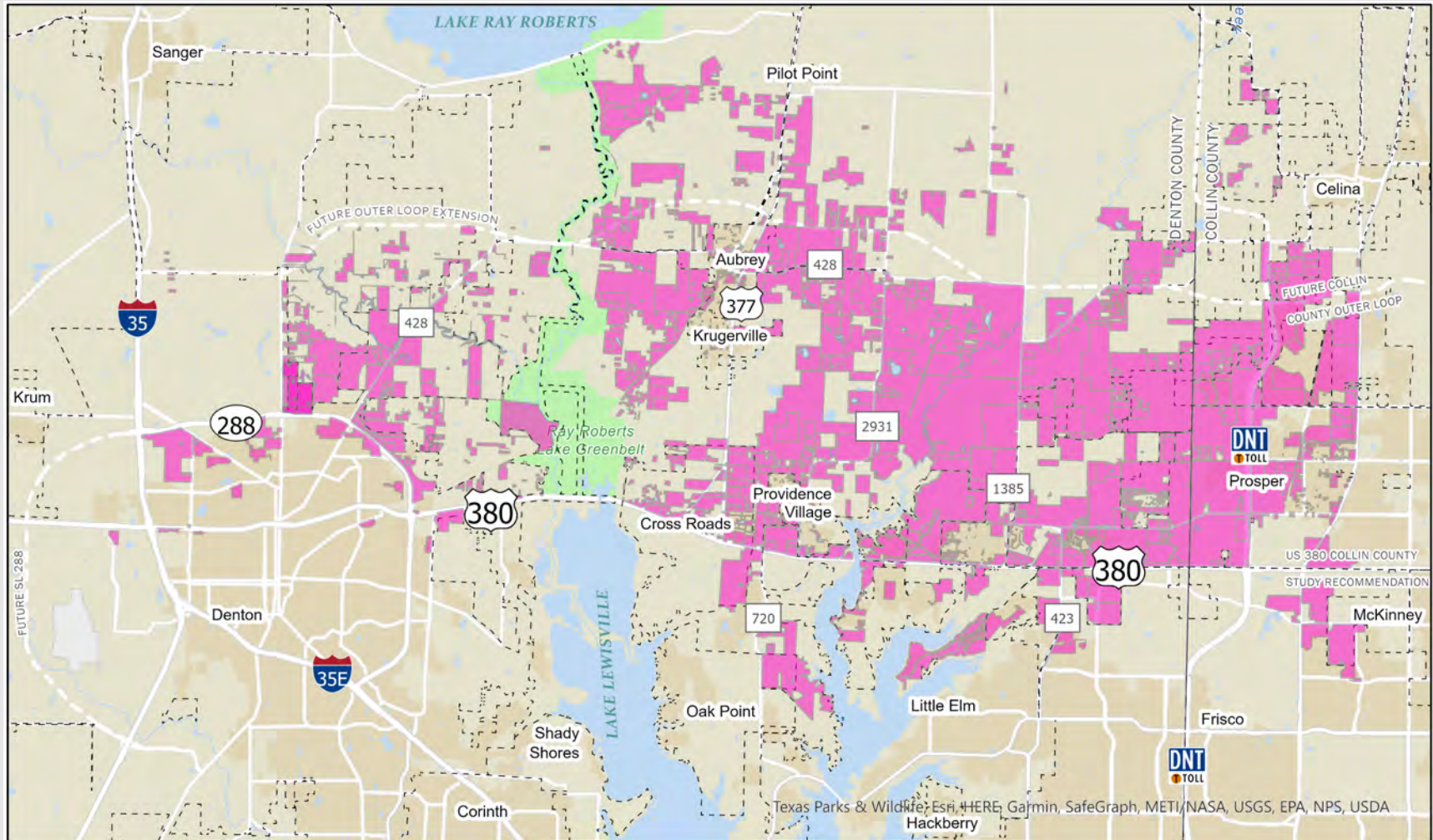


# Change in Land Use



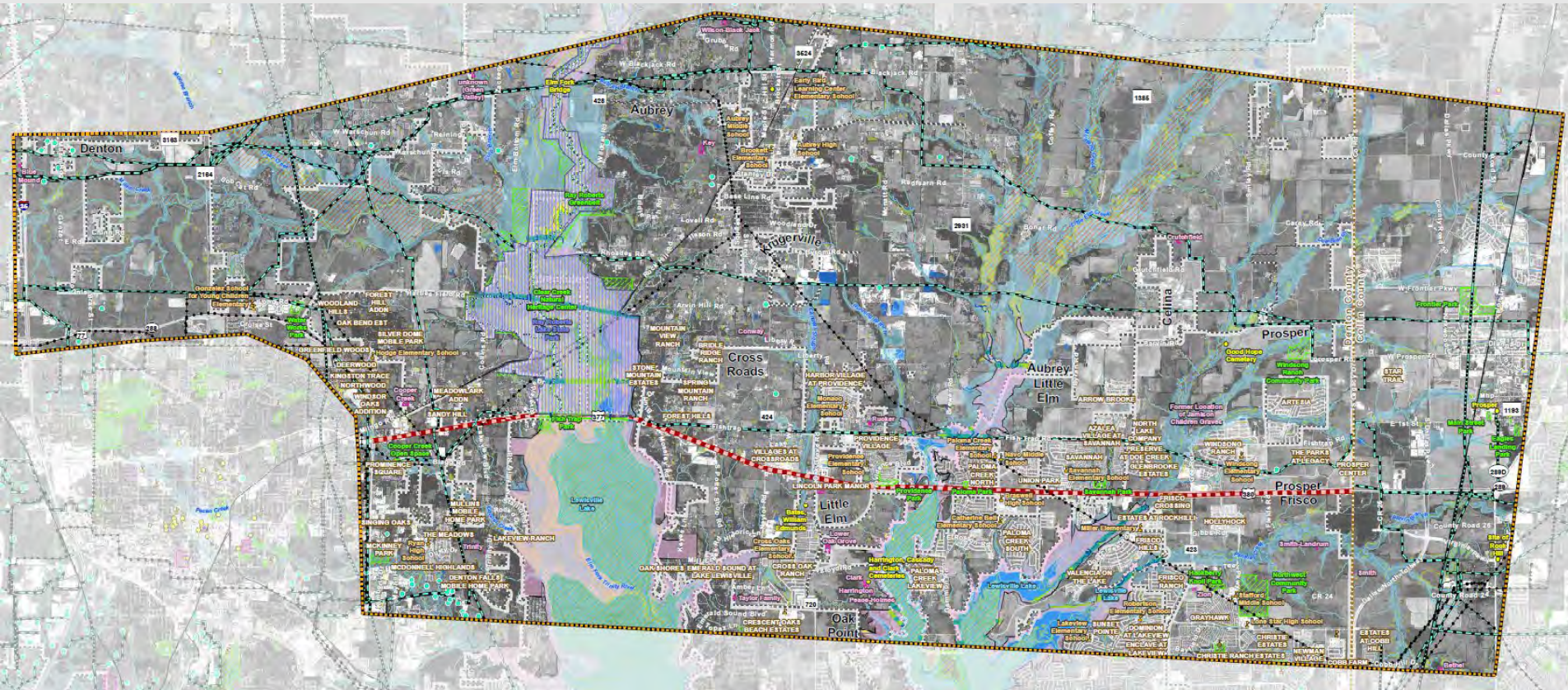
Change in land use from 2015 to 2019 is shown in pink on the map below.

- Over 20,000 acres of farmland, ranch land, timberland, and vacant land has been converted to single family or commercial use.



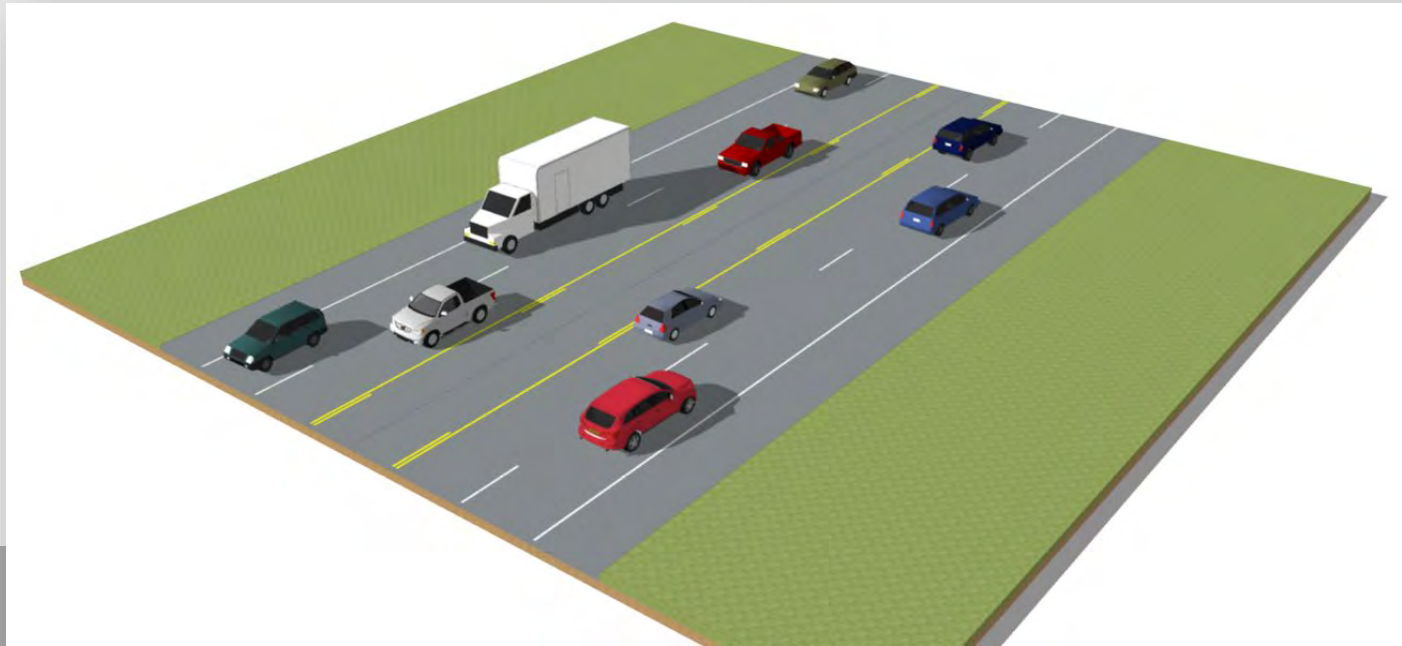


# Environmental Constraints





## FOUR-LANE WITH TWO-WAY LEFT TURN LANE



- Within existing right-of-way
- Continuous access
- 4-6 Lanes - Insufficient capacity for existing traffic
- Rated in engineering terms as an “F” level of service (the worst)

## SIX-LANE WITH RAISED MEDIAN & GRADE SEPARATIONS

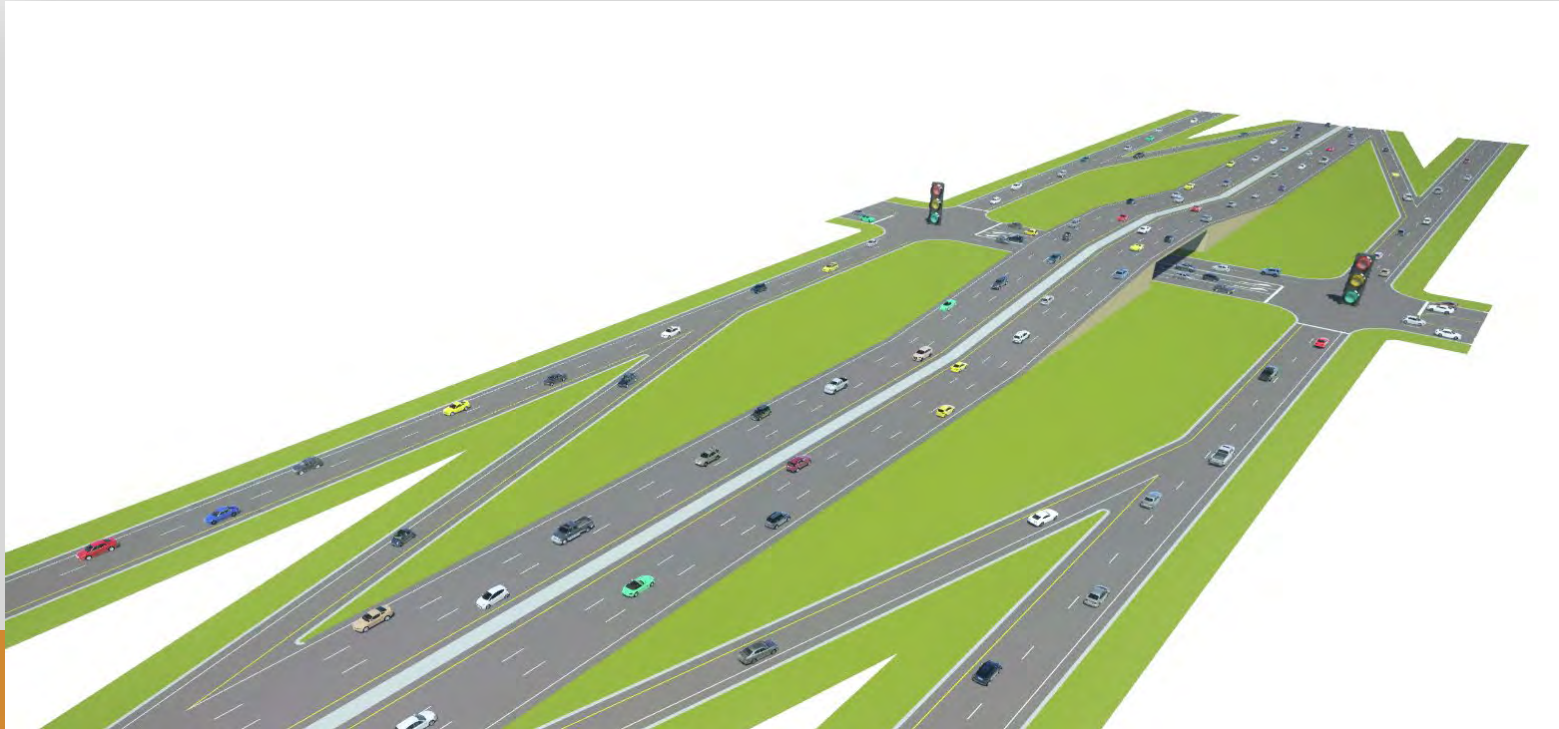
FM 720 \* Legacy Drive \* Teel Parkway \* Navo Road \* FM 423



- Construction to begin in 2021
- Enhanced safety/separated movements at grade separations
- Improves level of service at key intersections
- Does not accommodate 2045 travel demand volume forecast



## EAST-WEST CONTROLLED ACCESS HIGHWAY

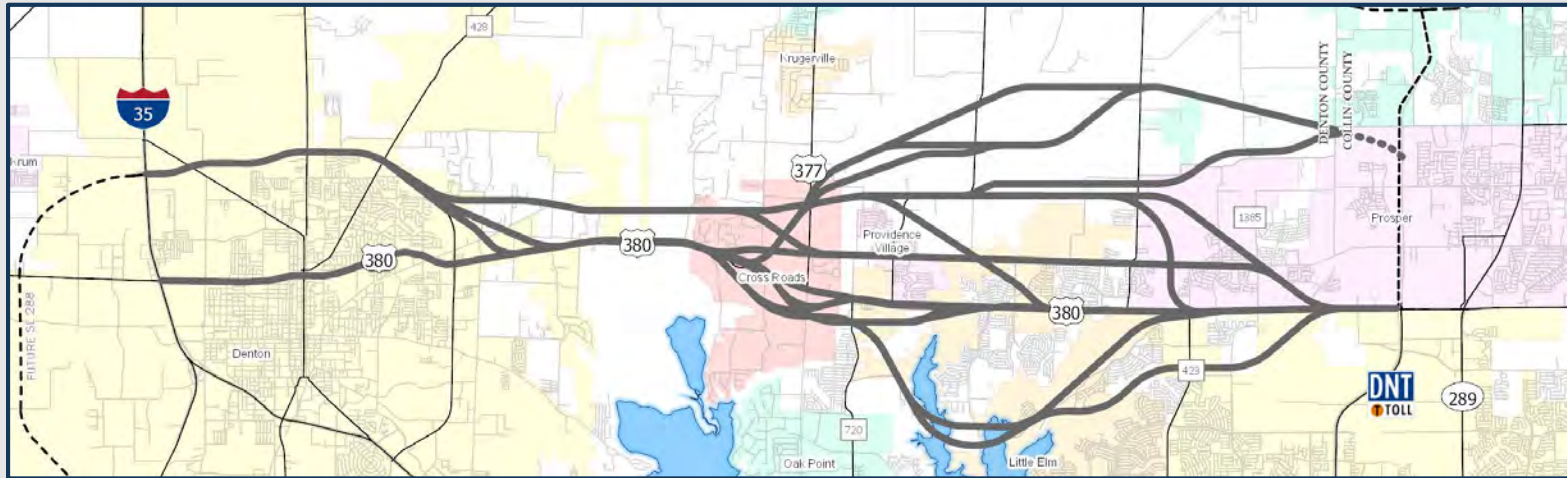


- 350'-400' right-of-way footprint
- Enhanced safety/limited access
- 6-8 mainlanes and 4-6 frontage road lanes
- Accommodates 2045 travel demand volume forecast with acceptable level of service

# Initial Universe of Alignments and Feedback from Public Meeting #1

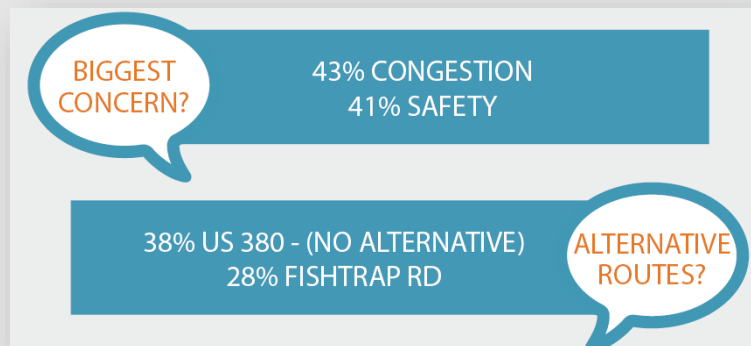


## Initial Universe of Alignments



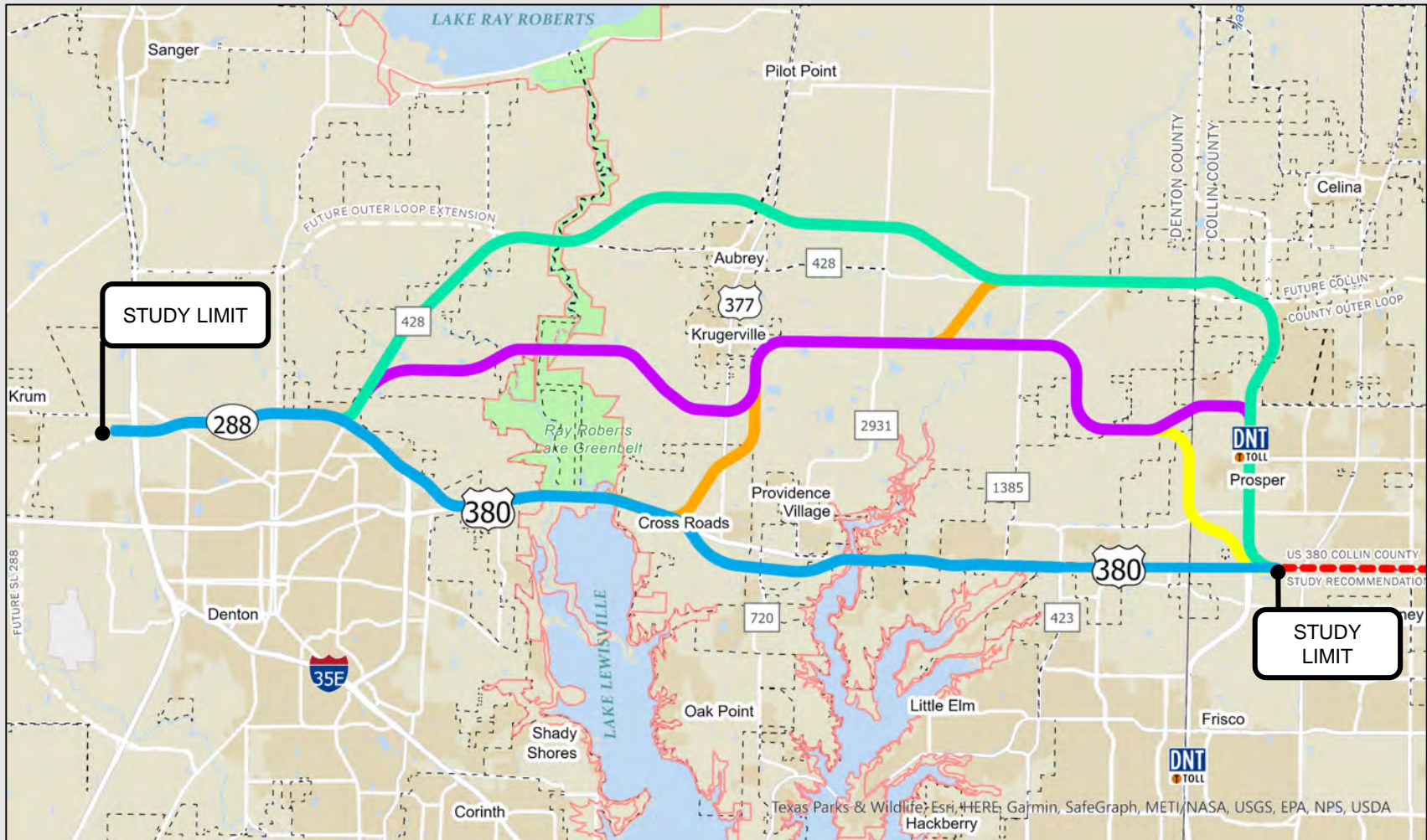
## Public Meeting #1 Feedback

Public Meeting #1 was held in January 2019 and the public provided input on their concerns about the existing US 380 alignments as well as potential improvements.

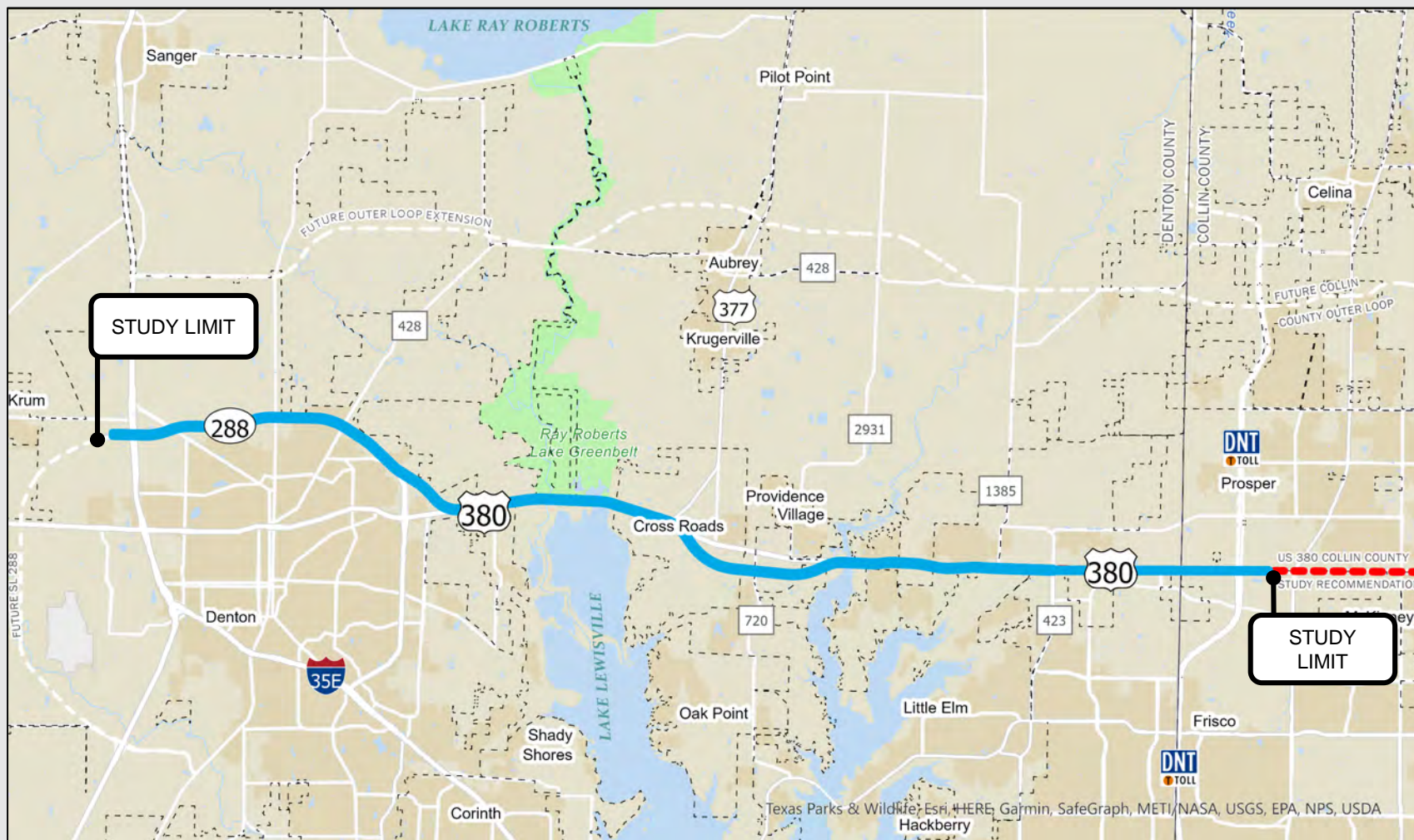




# Draft Conceptual Alignments (Routes)

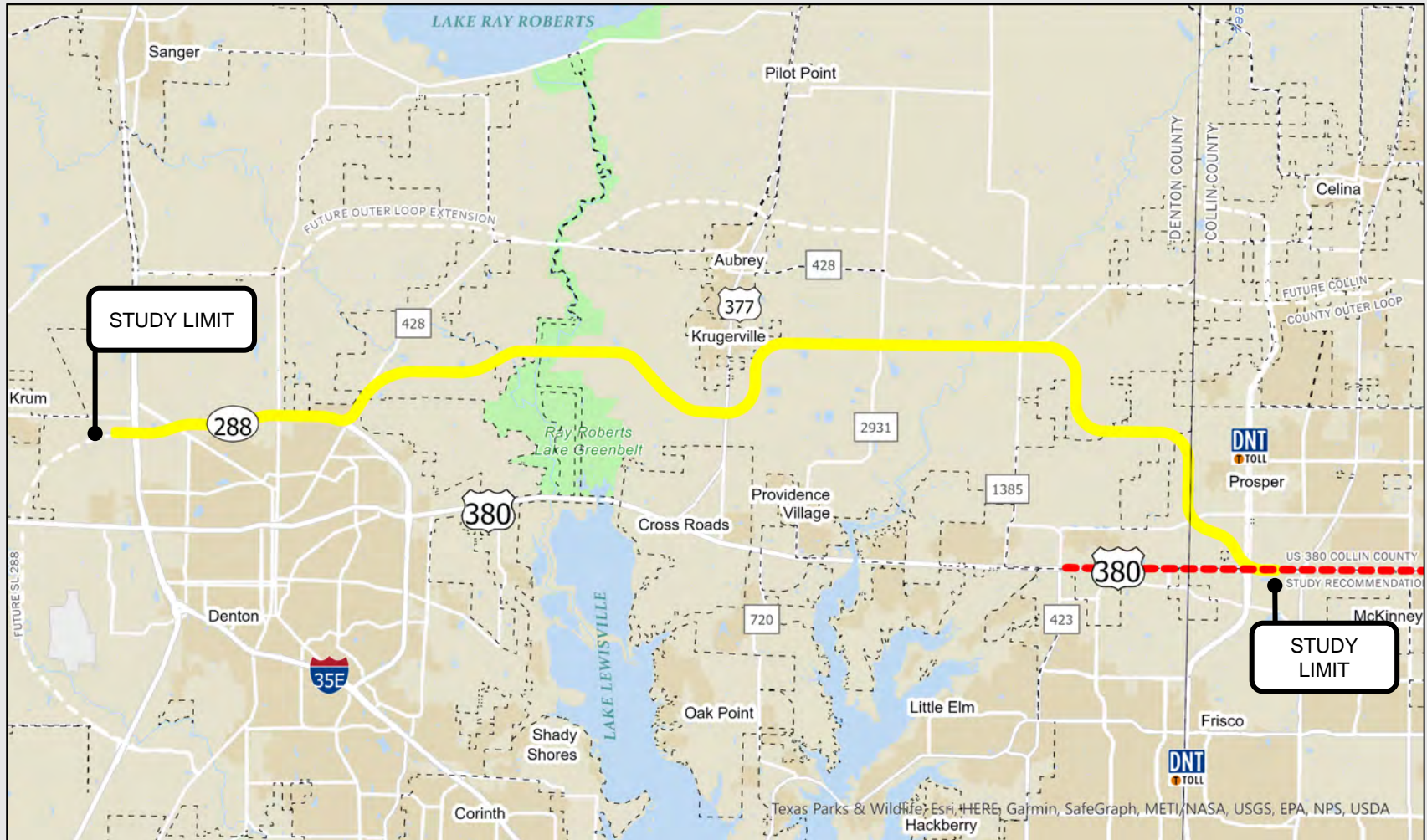


# Draft Conceptual Alignments - Blue Route

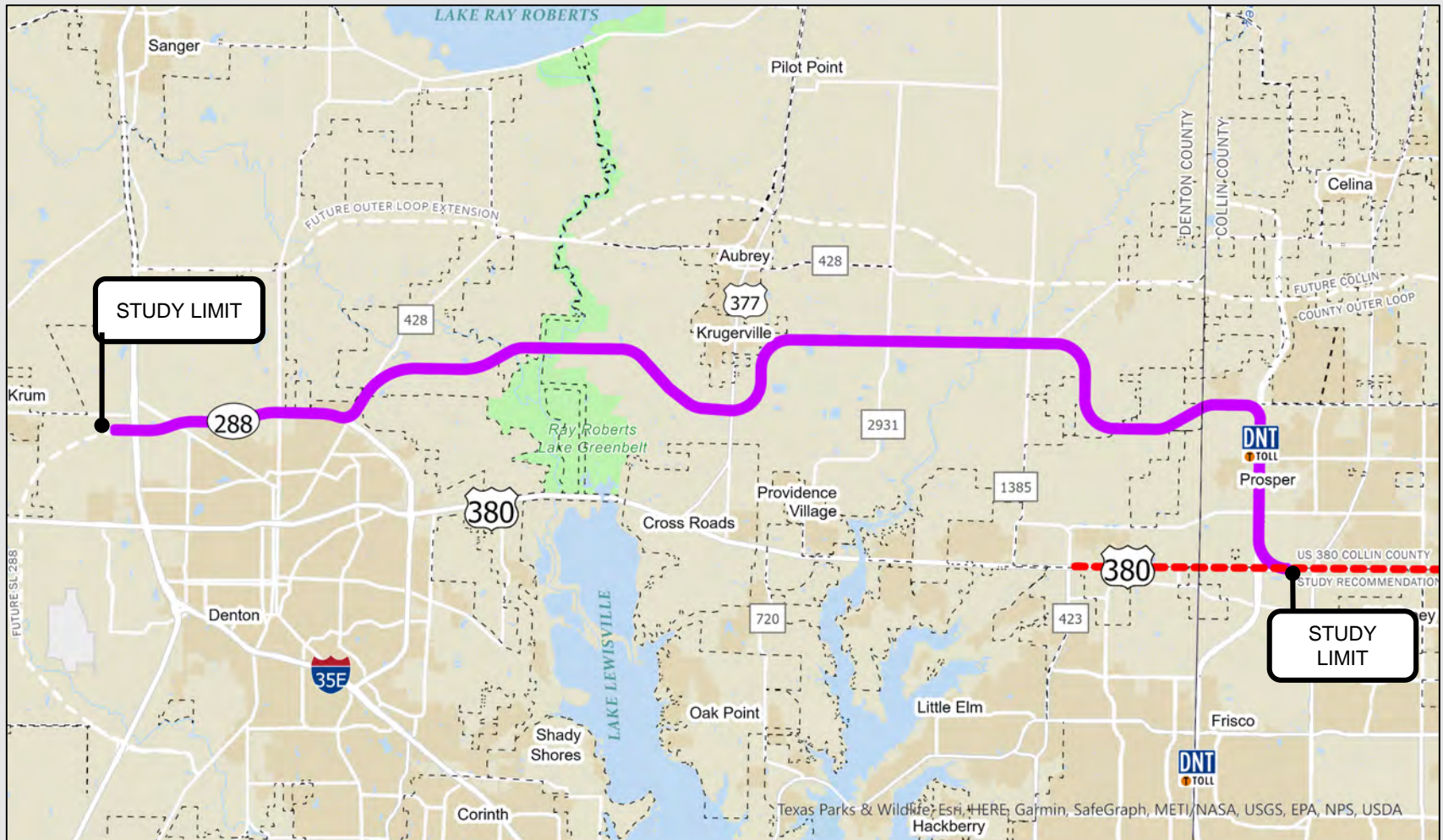




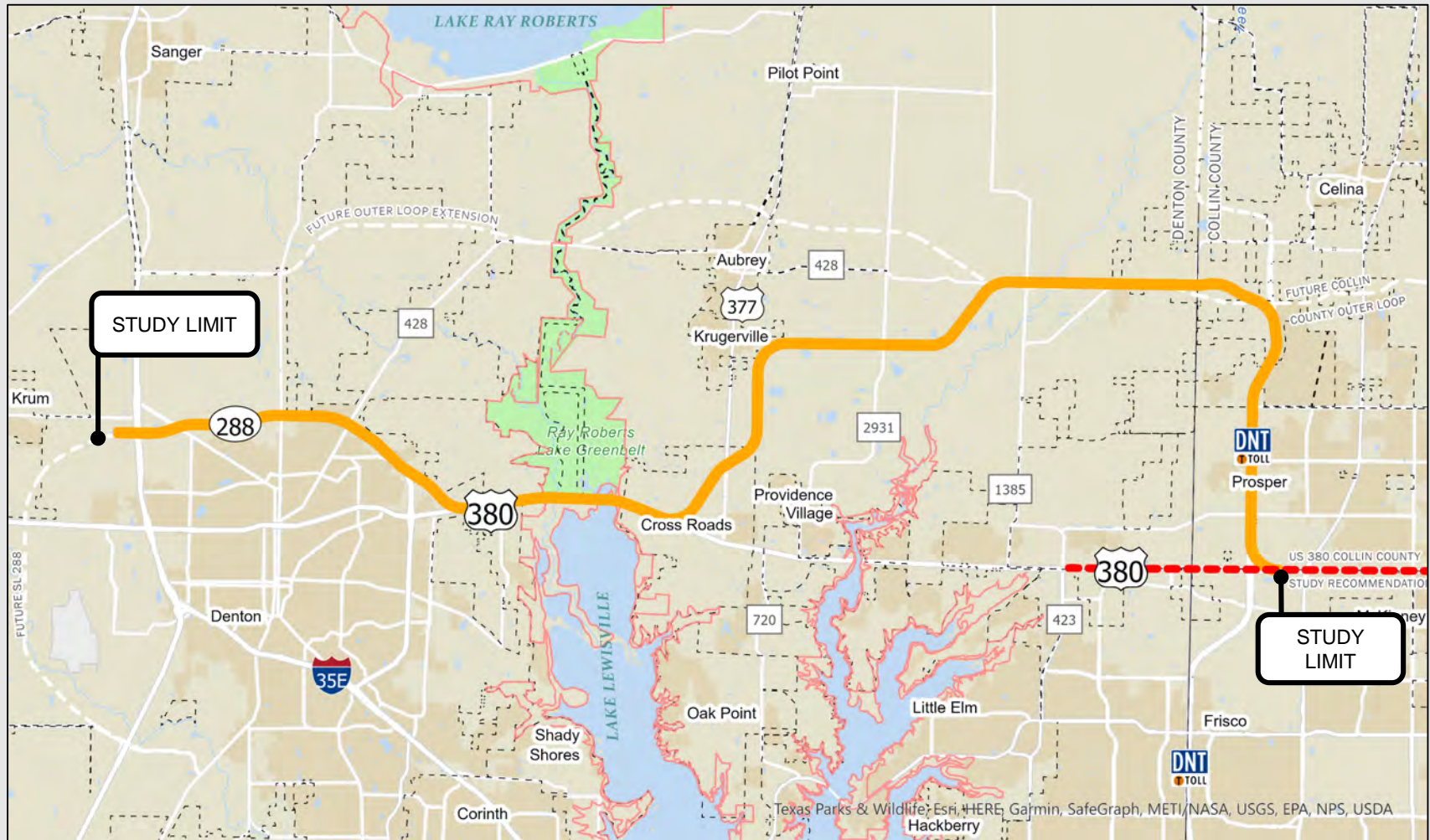
# Draft Conceptual Alignments - Yellow Route



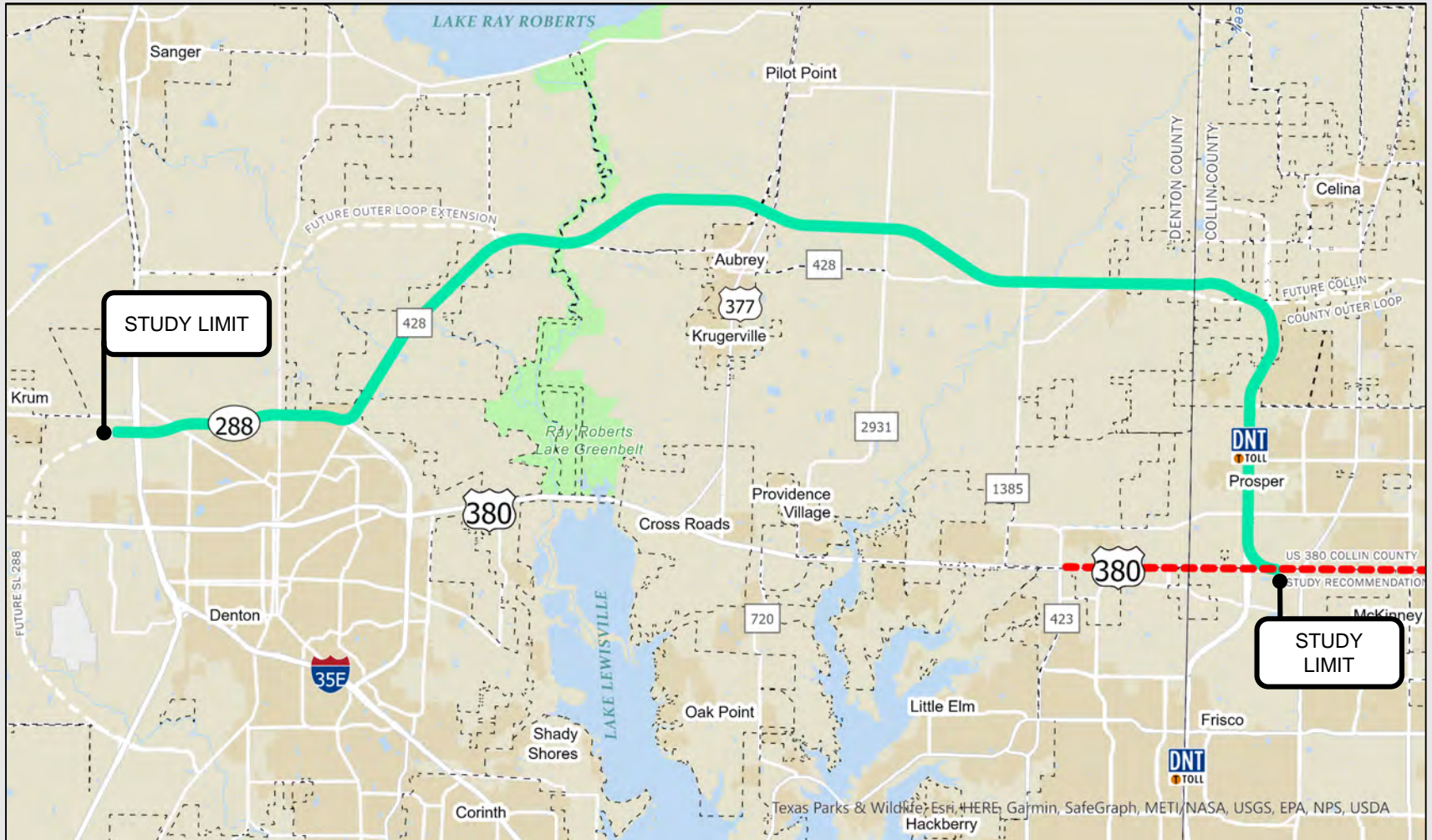
# Draft Conceptual Alignments – Purple Route







# Draft Conceptual Alignments – Teal Route







Many factors are considered to determine the viability of an 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.



## ENGINEERING/ MOBILITY



### Safety

- Minimize Crash Rates



### Traffic

- Level of Service



## ENVIRONMENTAL



### Residential and Commercial Existing/ Future Developments

- Minimize Number of Impacts



### Stakeholder and Public Input

- Included



### USACE Protected Lands (Wetlands, WOTUS, etc.)

- Minimize Number of Impacts



### Floodplains and Floodways

- Minimize Number of Impacts



## ECONOMIC



### Construction Costs

- Minimize Roadway Costs
- Minimize Bridge Costs



### Right-of-Way to be Acquired

- Minimize Acres of Right-of-Way Needed


















### Business Impacts

- Estimated Number of Businesses Impacted
- Estimated Business Sales Volume Impacted

# Evaluation Criteria – Engineering/Mobility



Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7 	26.2 	27.3 	30.1 	29.0 
Crash Rate**	crashes/ mi/yr	N/A	22.4773 	23.4857 	23.5243 	23.0172 	22.8163 
Level of service		N/A	Good	Good	Good	Good	Good
US 380 Existing Alignment Level of Service		Failing		Failing	Failing	Failing	Failing




































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






\* Route includes distance from DNT to I-35.

\*\* Predictive Crashes/rates were based on an assumed volume of 100,000 vehicles per day over 20-year study period

# Evaluation Criteria - Environmental



Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7	26.2	27.3	30.1	29.0
Parcel Impacts	Each	N/A	252	197	200	259	305
							
Residential Displacements	Each	N/A	18	25	21	26	37
							
Commercial Displacements	Each	N/A	16	4	4	8	4
							
Floodplain Impacts	Acres	N/A	72	174	209	174	187
							
USACE Impacts (Lake, Greenbelt)	Acres	N/A	3	19	19	2	8
							
Future Residential Development Impacts	Acres	N/A	94	95	92	17	17
							
Future Commercial Development Impacts	Acres	N/A	250	140	133	46	53
							





















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

\* Route includes distance from DNT to I-35.








# Evaluation Criteria - Economics



Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7	26.2	27.3	30.1	29.0
Construction Costs**	\$ Millions	N/A	800 	900 	900 	850 	850 
Right of Way to be acquired	Acres	N/A	5,400 	10,300 	10,500 	8,100 	9,500 
Estimated Number of Businesses (2019) Impacted	EA	N/A	30 	7 	5 	12 	4 
Estimated Business Sales Volume*** (2019) Impacted	\$ Millions	N/A	10-20 	0-10 	10-20 	40-50 	0-10 

## Criteria Rating Scale

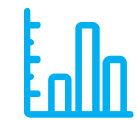
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

\* Route includes distance from DNT to I-35.

\*\* Construction Costs include roadway, bridge, and utility costs

\*\*\* Data obtained from InfoUSA

# Project Timeline



## Data Collection

- Site Visits
- Crash Analysis
- Travel Demand Model Scenarios

Spring - Fall  
**2018**



## Initial Alternative Alignments

- Alternatives Development
- Stakeholder Meetings

Fall - Winter  
**2018**



## Public Meeting #1

- Solicit input from public on study and alignments

Winter  
**2018 - 2019**



## Conceptual Alignments

- Refine alignments per public's input.
- Screen Alignments

Spring - Summer  
**2019 - 2020**



## Public Meeting #2

- Solicit input from public on viable alignments

Winter  
**2020**



## Recommended Alignment

- Refine per public's input
- Stakeholder Meetings
- Identify preferred alignment

Fall - Summer  
**2020 - 2021**



## Public Meeting #3

- Solicit input from public on the preferred alignment

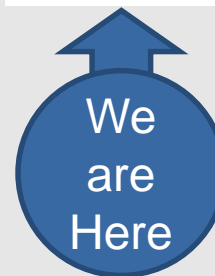
Fall - Winter  
**2021**



## Final Report

- Refine preferred alignment and document findings
- Develop draft schematic

Winter - Spring  
**2021 - 2022**



**Subject to Change**

Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 17, 2020**.



## Survey

Click the provided link on the website



## Comment Online

Click the provided link on the website



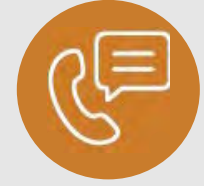
## Email Us

[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)



## Mail-in Comments

TxDOT Dallas District Office  
Attn: Stephen Endres, P.E.  
4777 E. Highway 80  
Mesquite, TX 75150



## Leave a Voicemail

(833) 933-0435

For general questions about the presentation or the project, please contact TxDOT Project Manager, Stephen Endres, P.E. at [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

# Thank you!

