

Collin County Outer Loop Technically Preferred Alignment

(West Segment from the Dallas North Tollway to US 75)
(East Segment from US 75 to Rockwall County Line)

Public Hearing

December 12, 2006 – Collin County Government Center



Collin County

Purpose of the Hearing

- Inform the Public of Project Status and Present Recommendations
- Describe the Project so the Public can Determine How They May be Affected
- Provide the Public Another Opportunity to Provide Input
- Request the Collin County Commissioners Court to adopt the Technically Preferred Alternative



TONIGHT'S AGENDA

- Welcome and Introductions
- Outer Loop West of US 75
- Outer Loop East of US 75
- Public Comments
- Request for Commissioners Court Approval of the Technically Preferred Alignments
- Commissioners Court Action
- Adjourn



Project Overview

Purpose and Need for the Study

- Proactive Planning for Future Transportation Needs
 - Improving Transportation System Linkages
 - Decrease Overall Traffic Congestion for the County
- Preserve Right-of-Way for a Future Transportation Corridor



Outer Loop Technically Preferred Alignment

From the Dallas North Tollway to US 75



Collin County

Project Overview

- In 2002 Collin County Commissioners Designated the Locally Preferred Corridor (LPC) and Initiated the Outer Loop Alignment Study to Identify a Technically Preferred Alternative



Project Overview

Develop Conceptual Alignments

- Identify Constraints
 - Environmental
 - Social and Economic Effects
 - Compatibility with Future Infrastructure Development
- Develop Alternatives
 - Engineering Requirements
 - Minimize Impacts
 - Potential Availability of Right-of-Way



Project Overview

Present Conceptual Alignments to Community

Collin County Outer Loop Public Involvement

Date	Location
June 13, 2003	Commissioners Court
August 17, 2004	Commissioners Court
September 2, 2004	Prosper
September 9, 2004	Weston
September 16, 2004	Anna
October 6, 2005	Celina
March 14, 2006	Commissioners Court
May 18, 2006	Chambersville
December 5, 2006	Weston



Project Overview

How is the Alignment Determined?

- Develop Evaluation Matrix
 - Environmental Constraints
 - Social and Economic Effects
 - Compatibility with Future Infrastructure Development
 - Public Support
- Engineering Requirements
- Availability of Right-of-Way



Project Overview

Alignment Alternatives Matrix

Collin County Outer Loop Alignment Study Evaluation Matrix

Alternative	Alternative Information			Social/Economic Effects							Environmental Effects							Public/Agency Support	
	Length (miles)	% Service	Right-of-Way Required (acres)	Potential Number of Structures Displaced (residential/commercial)	Number of Homes Impacted	Community Compatibility	% Concentrations of Minority and Low-income Populations within Corridor	Potential for Economic Development and/or Redevelopment	Consistency with Regional Plans and Existing Planned Development	Effect on Air Quality	Number of National, Historical, Cultural, or Archeological Resources Affected	Presence of Fragile Habitats, Sites, Wetlands, and Landfills	National Wetlands Inventory Impacts (acres)	Stream Impacts (linear feet)	Lake Impacts (acres)	Proximity to Footpaths (total acres of impact)	Wild and Invasive Plants, and Farming/Ranching Operations Impacted (acres)	Impacts to Underground Systems and Possible Hazards	Level of Public/Agency Support
1	13.5	16.3%	810	8	85	+	0	0	0	0	0	0	5	2,616	0	89	501	0	-
1A	13.4	16.8%	806	114	188	-	0	0	-	0	0	0	3	2,765	0	61	470	0	0
1B	13.5	16.2%	809	7	86	+	0	+	+	0	0	0	5	2,764	0	90	512	0	0
2	13.1	20.4%	802	19	96	0	0	0	0	0	0	0	4	2,975	0	116	530	0	-
2A	13.1	15.8%	813	21	87	0	0	0	0	0	0	0	15	2,613	0	83	564	0	+
3	12.9	20.2%	801	18	83	0	0	0	0	0	0	0	44	2,212	2,55	118	527	0	+
3A	13.2	20.0%	799	11	80	0	0	0	0	0	0	0	45	2,188	2,55	95	536	0	0
3B	12.9	22.9%	808	17	78	0	0	0	0	0	0	0	45	2,164	12.3	140	831	0	0
PROP TECHNICALLY PREFERRED ALIGNMENT (03_06 YELLOW ALT)	13.4	17.1%	814	3	72	+	0	+	+	0	0	0	21	3,031	2.27	84	588	0	-
PROP TECHNICALLY PREFERRED ALIGNMENT (05_06 ORANGE ALT)	13.4	22.6%	837	3	71	+	0	+	+	0	0	0	2	3,027	3.59	90	501	0	-
PROP TECHNICALLY PREFERRED ALIGNMENT (12_06 YELLOW ALT)	13.6	19.4%	831	9	75	+	0	+	+	0	0	0	23	3,048	2.27	85	585	0	+

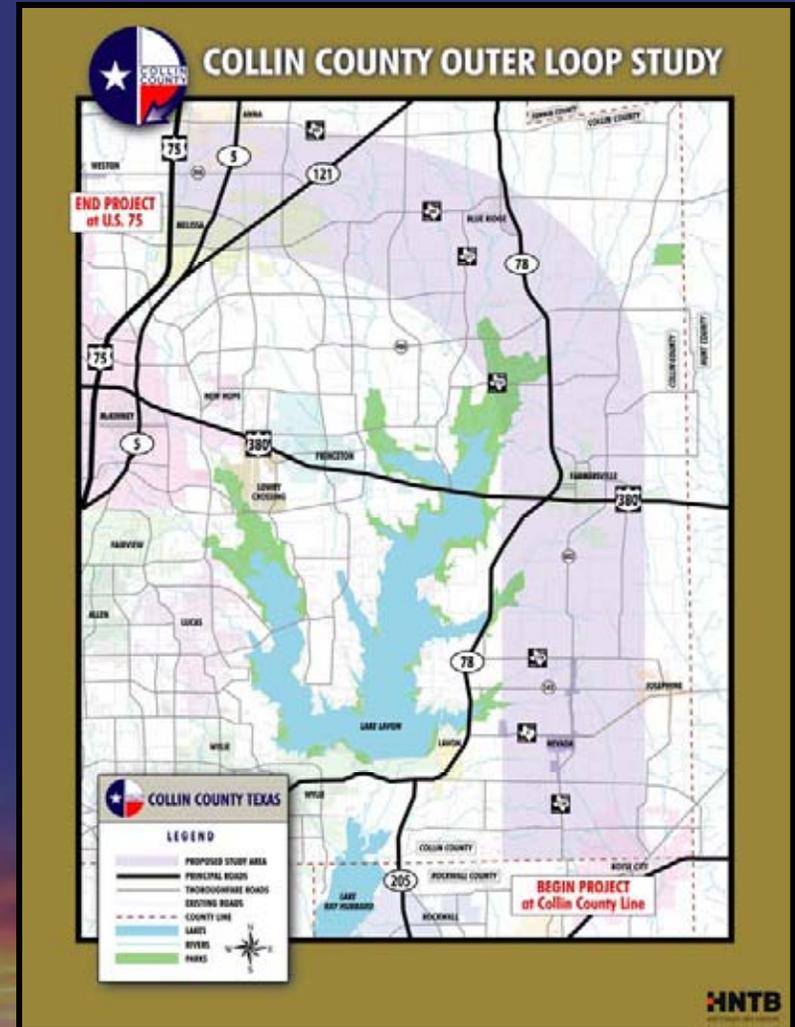
Ratings:

- + Positive - Positive performance on the measure as compared to the other alternatives.
 - 0 Neutral - Alternative has no affect, one way or the other upon the measure as compared to the other alternatives.
 - Negative - Poor performance on a measure compared to the other alternatives.
- Note: 2000 Census Data from NCTCOG - Block Groups used to determine Population, Percent Minority and Poverty



Rockwall County to U.S. 75

Rockwall Co. to U.S. 380
U.S. 380 to S.H. 121
S.H. 121 to U.S. 75



Evaluation Criteria

Enhanced Mobility / Safety

- Accessibility
- Safety

Cost Effectiveness

- Construction Cost
- ROW Acquisition
- Utilities/Infrastructure

Engineering Feasibility

- Compatibility with Other Projects

Minimal Environmental Impacts

- Public Input
- Socio-economic and Neighborhood Impacts
- Noise Impacts
- Natural Impacts
- Cultural Impacts
- Hazardous Material Impacts



Rockwall County to U.S. 380 Develop Alternative Alignments

Alternative Alignments East of Nevada



Rockwall County to U.S. 380 Alignment Evaluation

Category	Criteria	Alternatives	
		West of FM 547 (Purple)	East of FM 547 (Red)
Enhanced Mobility and Safety	Accessibility	++	++
	Safety	++	++
Cost Effectiveness	Construction Cost	-	-
	ROW Acquisition	-	-
	Utilities and Infrastructure	-	-
Engineering Feasibility	Compatibility with Other Projects	+	+
Minimal Environmental Impacts	Public Input	-	+
	Socio-Economic and Neighborhood Impacts	--	-
	Noise Impacts	--	-
	Natural Impacts	-	-
	Cultural Impacts	○	○
	Hazardous Materials	○	○

Significant Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Significant Positive Effect
--	-	○	+	++

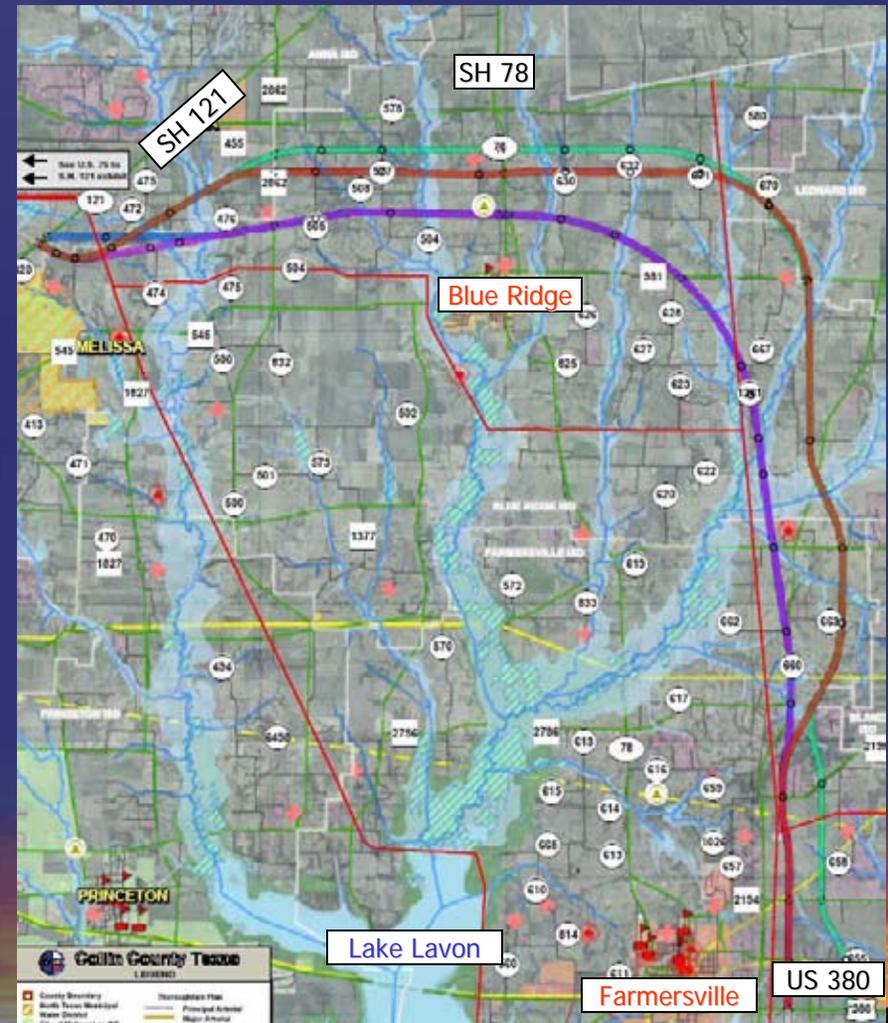


Rockwall County to U.S. 380 Technically Preferred Alignment



U.S. 380 to S.H. 121 Develop Alternative Alignments

Alternative Alignments North of Blue Ridge



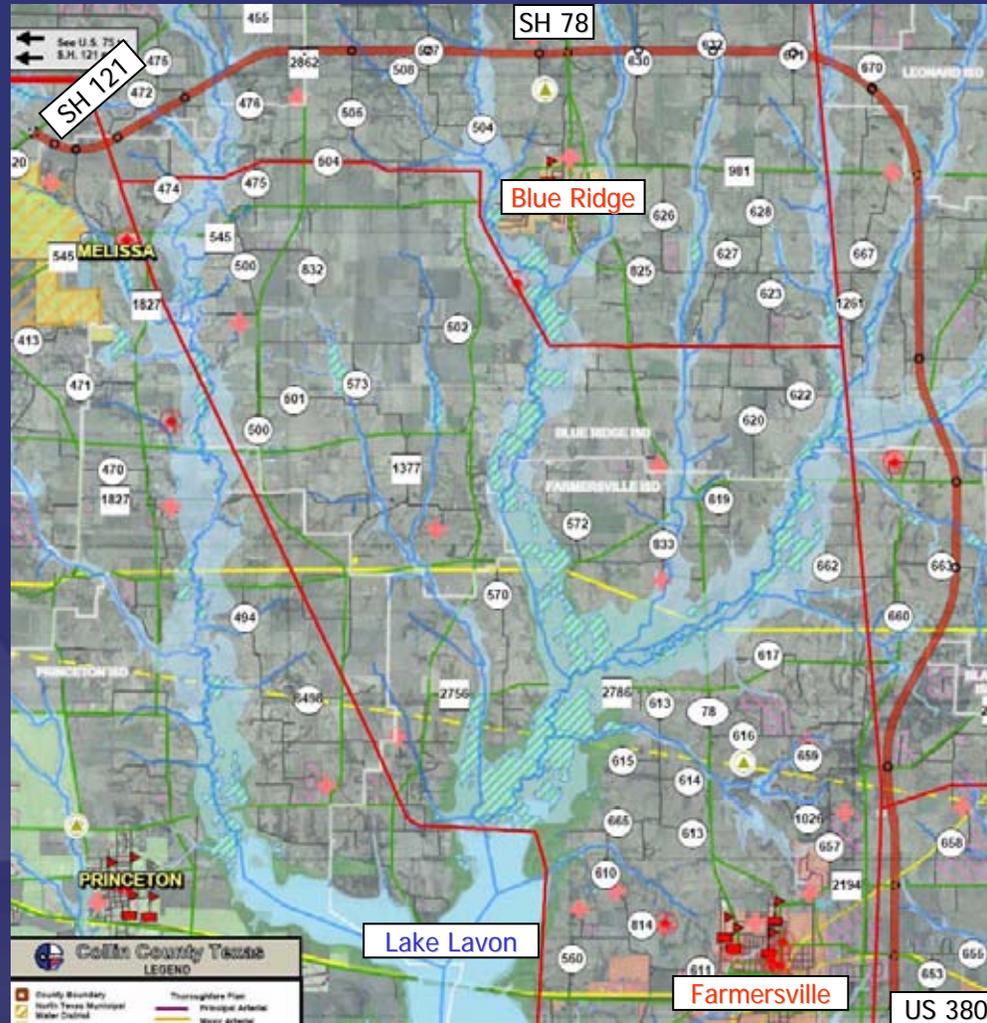
U.S. 380 to S.H. 121 Alignment Evaluation

Category	Criteria	Alternatives		
		North of Blue Ridge (Top-Green)	North of Blue Ridge (Middle-Red)	North of Blue Ridge (Bottom-Purple)
Enhanced Mobility and Safety	Accessibility	++	++	++
	Safety	++	++	+
Cost Effectiveness	Construction Cost	-	-	-
	ROW Acquisition	-	-	-
	Utilities and Infrastructure	-	-	-
Engineering Feasibility	Compatibility with Other Projects	+	+	+
Minimal Environmental Impacts	Public Input	+/-	+/-	-
	Socio-Economic and Neighborhood Impacts	--	-	-
	Noise Impacts	-	-	-
	Natural Impacts	-	-	--
	Cultural Impacts	O	O	O
	Hazardous Materials	O	O	O



Significant Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Significant Positive Effect
--	-	O	+	++

U.S. 380 to S.H. 121 Technically Preferred Alignment



S.H. 121 to U.S. 75 Approved Alignment



Public Hearing – Tuesday, December 12, 2006

Public Comment

1. **Speak at Public Hearing**
Comments Limited to Three (3) Minutes
2. **Comment Cards**
Submit Today or Mail to Study Team
3. **Mail Comments to**:**
Ms. Debbie Neubert, P.E.
Carter Burgess
7950 Elmbrook Drive
Dallas, TX 75247

** Hand delivered or postmarked by Wed Dec 27, 2006 to be included in the Public Hearing Record.**



Technically Preferred Alignment The Next Step

- Request the Collin County Commissioners Court to designate the Technically Preferred Alternative as the Locally Preferred Alternative
- Right of Way Preservation

