



Dallas North Tollway Extension Phase 4B/5A Alignment

Presented to: Regional Transportation Council

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NTTA

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Agenda

- Project History
- Schedule
- Draft Conceptual Alternatives Evaluation Process
- Alignment Alternatives
- Public & Stakeholder Involvement
- Major Evaluation Factors

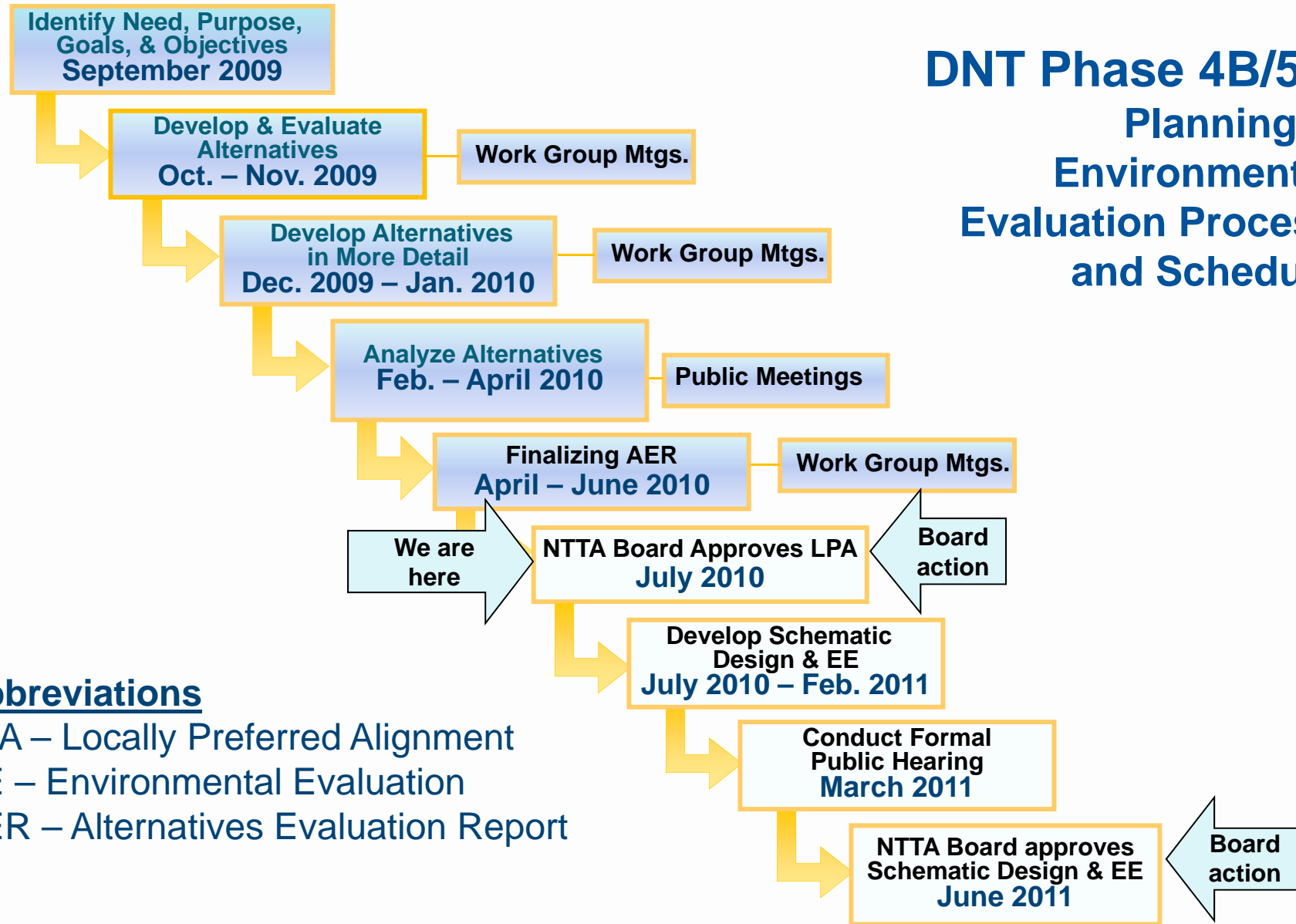


Project History

- **2005** – Collin and Denton counties approved resolutions supporting the county line alignment
- **2008** – NTTA Board approved Phase 4A schematic and environmental assessment
- **2008** – Collin County rescinded 2005 resolution
- **2009** – NTTA Board approved an expanded DNT 4B/5A study area
- **2009** – DNT 4B/5A alignment analysis process began



DNT Phase 4B/5A Planning & Environmental Evaluation Process and Schedule



Abbreviations

LPA – Locally Preferred Alignment

EE – Environmental Evaluation

AER – Alternatives Evaluation Report

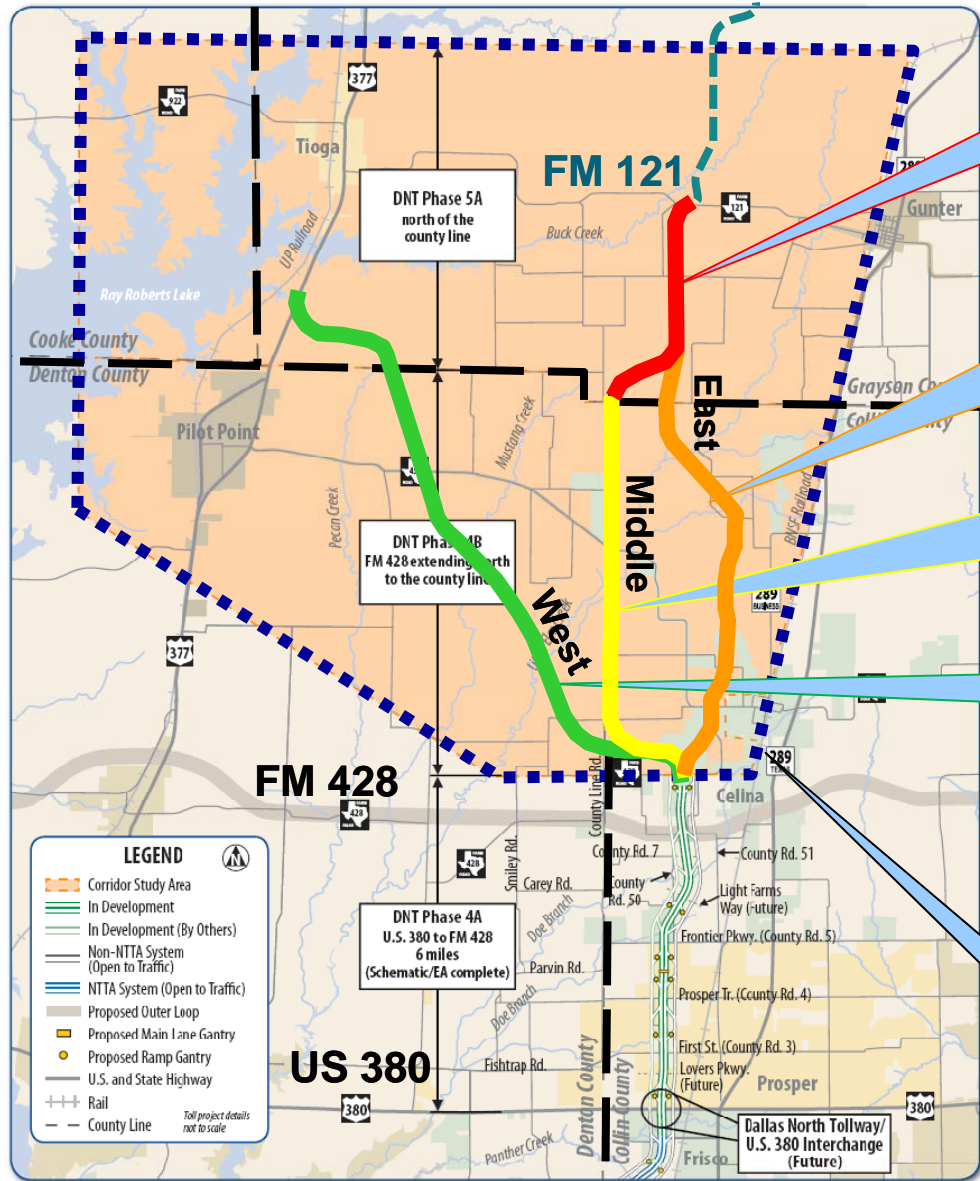
Updated: June 2010

Draft Conceptual Alternatives Evaluation

- Draft Conceptual Alternatives Evaluation Process
 - ✓ Develop Design and Evaluation Criteria
 - ✓ Develop and evaluate alternatives
 - ✓ Obtain stakeholder input
 - ✓ Conduct Public Meetings
 - ✓ Prepare Alternatives Evaluation Report
 - ✓ Submit Alternatives Evaluation Report to Project Delivery
- SPOC and Board Consideration



Alignment Alternatives



From City of Gunter/Grayson County/ GCRMA/ Sherman-Denison MPO

From City of Celina/Collin County

From Denton County

From City of Pilot Point

No-Build Alternative

DNT 4B/5A Study Area

Public Outreach Initiatives

Executive Work Group

- NTTA
- TxDOT
- North Central Texas Council of Governments
- Texoma Council of Governments
- Sherman-Denison MPO
- Grayson County RMA
- City/county management and local elected officials from:
 - City of Celina
 - City of Gunter
 - City of Pilot Point
 - City of Tioga
 - Collin County
 - Cooke County
 - Denton County
 - Grayson County

Technical Work Group

- NTTA
- TxDOT
- U.S. Army Corps of Engineers
- North Central Texas Council of Governments
- Texoma Council of Governments
- Sherman-Denison MPO
- Grayson County RMA
- City/county management from:
 - City of Celina
 - City of Gunter
 - City of Pilot Point
 - City of Tioga
 - Collin County
 - Cooke County
 - Denton County
 - Grayson County

Public Outreach Initiatives

Executive Work Group Meetings

- October 23, 2009
- December 4, 2009
- January 29, 2010
- May 21, 2010

Technical Work Group Meetings

- October 30, 2009
- December 11, 2009
- January 22, 2010
- May 17, 2010



Public Meetings



March 9 – Pilot Point

- Community Room
- Approx. 300 attendees
- 6 p.m. to 7:30 p.m.
- Open house format
- Extensive Q&A



Public Meetings



March 11 – Celina

- Middle School
- Approx. 400 attendees
- 6 p.m. to 7:30 p.m.
- Open house format
- High interaction



Public Comments

- Public comment period
 - February 4 – March 21, 2010
- Comments received at public meetings
 - 43 verbal comments
 - 137 written comments
- Additional comments received
 - 90 received via e-mail
 - 50 received via U.S. post



Public Meeting Notifications

- Legal Notices
 - *Dallas Morning News*
 - *Al Dia*
 - *Celina Record*
 - *Pilot Point Signal*
 - *Denton Record Chronicle*
 - *Sherman Herald Democrat*
 - *380 News*
- News Release
- Letters to Adjacent Property Owners
- Letters to Elected Officials
- Postcards to Property Owners
- Flier announcements



Public Comment Summary

- More than 300 comments were submitted
- Multiple comments from the same person were only counted once

	Green (West)	Yellow- Red (Middle)	Orange- Red (East)
# of people expressing support	44	137	113
# of people expressing opposition	33	10	15



Green (West) Alignment

- 44 support
 - Additional north-south route that reduces I-35 traffic
 - Benefit a large number of individuals, promote positive growth and economic benefits
- 33 oppose
 - Benefits only Denton County
 - Would not help traffic
 - Costs more and has more environmental issues



Yellow-Red (Middle) Alignment

- 137 support
 - Benefits Denton, Collin and Grayson counties
 - Would be heavily utilized, alleviates traffic on SH 289
 - Fewer impacts to residential property
- 10 oppose
 - SH 289 already provides north-south access to Collin and Grayson counties
 - Greater floodplain and wetland crossings
 - Benefits few landowners



Orange-Red (East) Alignment

- 113 support
 - Benefits Collin and Grayson counties
 - Alleviates traffic on SH 289, would be heavily utilized
 - Supports growth in City of Celina
- 15 opposed
 - Collin and Grayson already have north-south access on SH 289
 - Alignment too close to city, impacting residential properties



No-Build Alternative

- 2 supported
 - All alternatives are too expensive
 - Overall not supportive of a tolled facility



Major Evaluation Factors

- Engineering / Design Features
- Social and Economic Impacts
- Environmental Impacts
- Project Costs
- Compatibility with Regional Transportation Plans
- Public Acceptance
- Stakeholder Support



Evaluation Matrix

ALTERNATIVE FEATURES AND POTENTIAL IMPACTS	Green (West)	Yellow-Red (Middle)	Orange-Red (East)
ENGINEERING / DESIGN FEATURES			
Alignment Length (miles)	12.3	11.9	11.1
Length on Existing Parallel Roads (miles)	0.1	4.8	1.1
Estimated Total ROW Area Needed (acres)	596	577	538
Area of Existing ROW in Prop. ROW (acres)	6	28	11
Estimated Net ROW Area Needed to Acquire (acres)	590	549	527
SOCIAL AND ECONOMIC IMPACTS			
# of Displaced Residences in ROW	0	0	1
# of Displaced Commercial & Non-Cmcl. Buildings	0	0	2
# of Noise-Sensitive Areas within 300 feet of ROW	1	3	12
# of Property Owners within ROW	17	17	34
# of Pipelines Crossed by ROW	1	1	2
ENVIRONMENTAL IMPACTS			
# of Streams Crossed by ROW	13	10	12
ROW within 100-Year Floodplain (acres)	77.7	70.8	49.2
Other Open Water in ROW (acres)	1.8	0.6	3.0
Emergent Wetlands in ROW (acres)	0.3	0.1	0.5
Riparian Forest in ROW (acres)	1.9	25.3	15.2
Upland Forest in ROW (acres)	3.8	2.0	3.8
Prime Farmland in ROW (acres)	238.4	107.8	77.0
PROJECT COSTS (in \$ Millions)			
Estimated Right-of-Way (ROW) Costs (\$Million)	\$20	\$19	\$22
Estimated Project Cost, Including Construction, ROW and Agency Costs, Year 2010 (\$Million)	\$888	\$864	\$804
OTHER IMPACTS / ATTRIBUTES			
Compatibility with Regional Plans	-	+	+
Public Acceptance	o	++	+

Legend:

Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
--	-	o	+	++

Traffic Demand Evaluation

- Pre-sketch traffic analysis
- Based on NCTCOG Mobility 2030 models and projections
- No discernable difference among alternatives





**The mission of the North Texas Tollway Authority
is to enhance mobility through responsible
and innovative tolling solutions.**