

WELCOME

DENTON COUNTY OUTER LOOP

PUBLIC OPEN HOUSE

May 18, 2023 | May 22, 2023

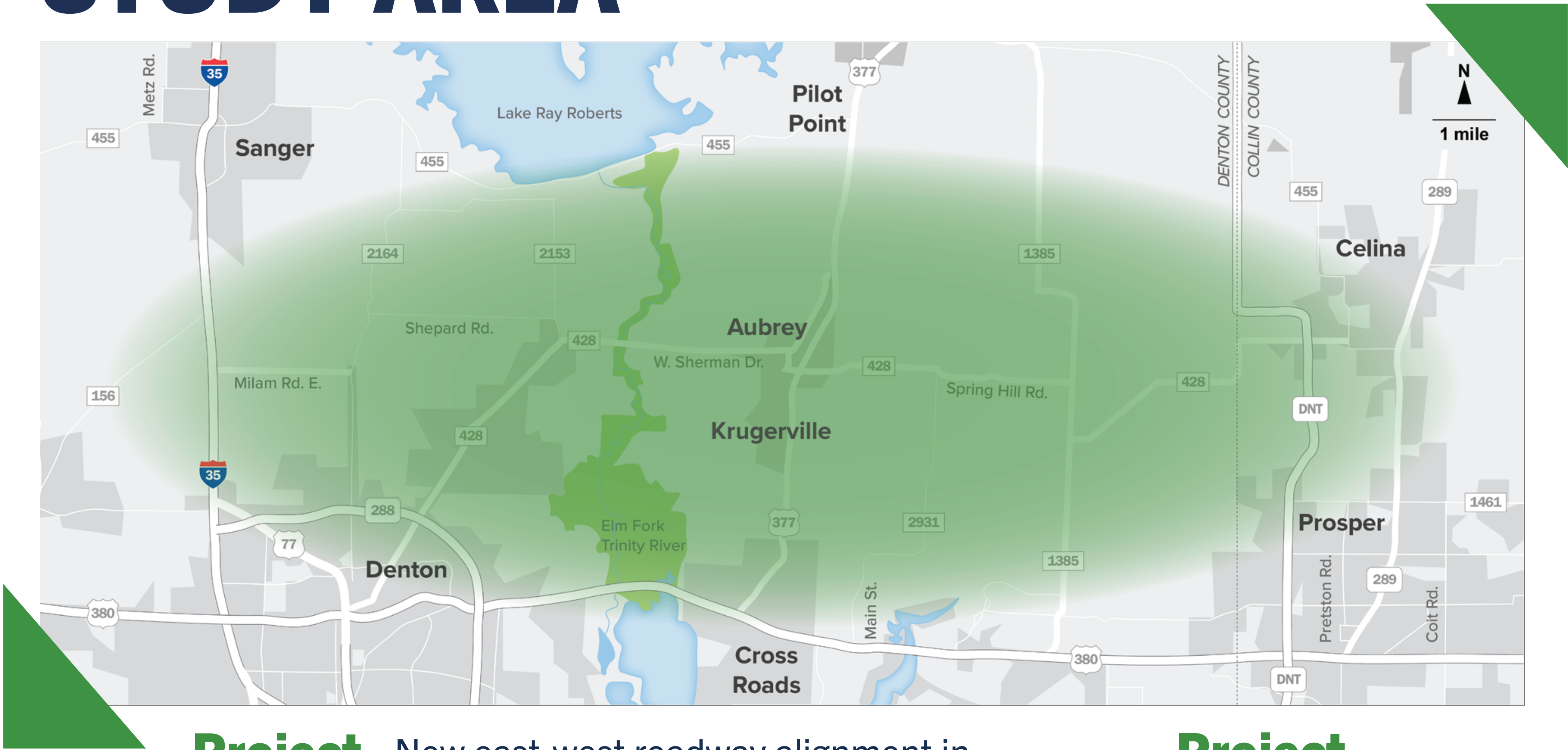


★ REGIONAL ★
OUTER LOOP
IN DENTON COUNTY

PROJECT OVERVIEW

Schematic Design & Environmental Study

STUDY AREA



Project Limits : New east-west roadway alignment in northeast Denton County from approximately I-35 to the Dallas North Tollway.

Project Length : 23 miles

STUDY TASKS

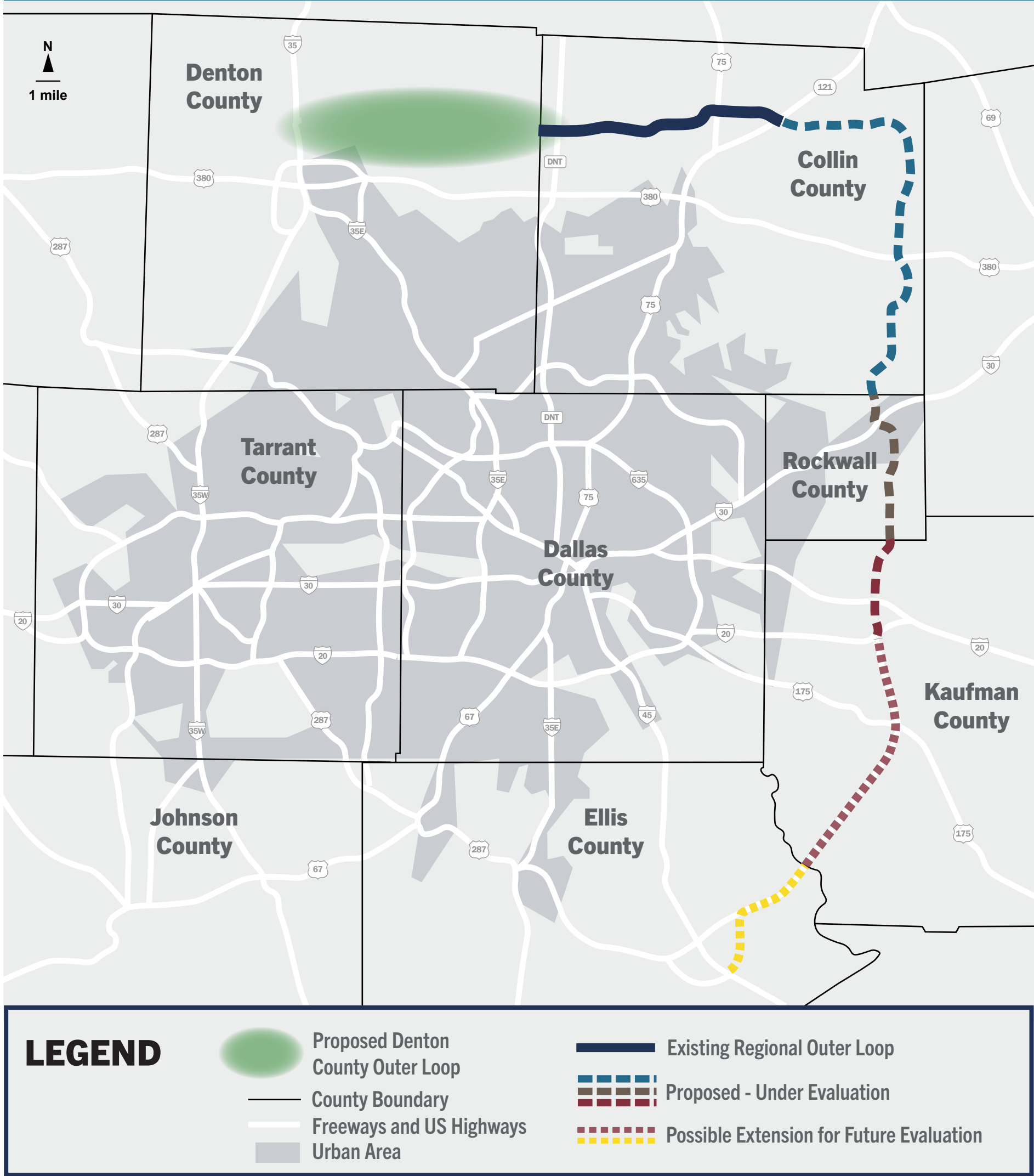


Schematic Design
Develop and analyze roadway alignments, including those previously studied.

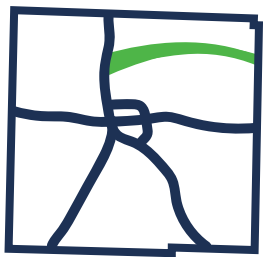


Environmental Documentation
Conduct field studies to analyze impacts of alignments and develop an Environmental Impact Statement (EIS) document.

REGIONAL VISION



The Regional Outer Loop is envisioned to extend from Denton and Collin Counties, through Rockwall, Kaufman, and possibly Ellis Counties.



★ REGIONAL ★
OUTER LOOP
IN DENTON COUNTY

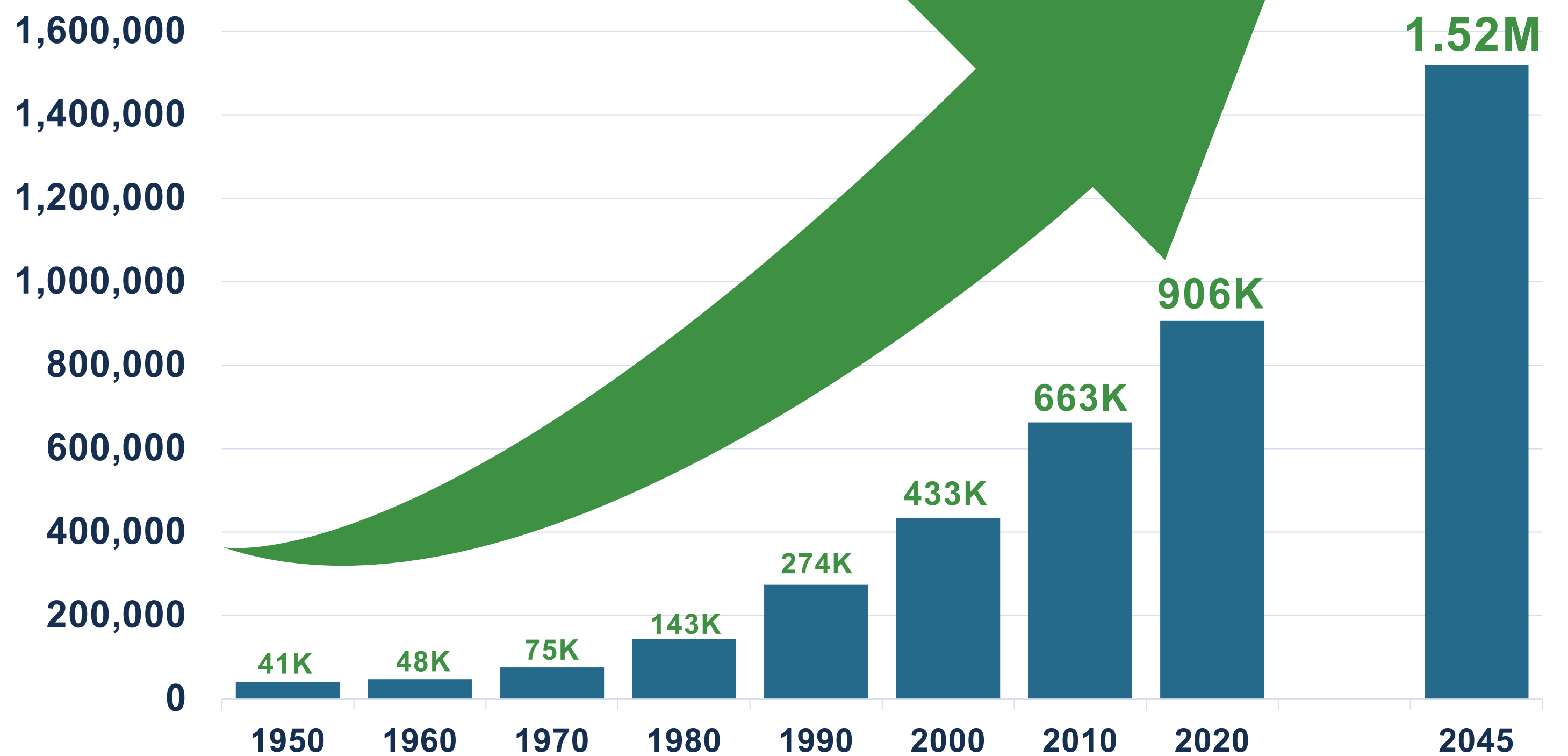
STUDY PURPOSE

Why is this project needed?

DENTON COUNTY IS GROWING RAPIDLY

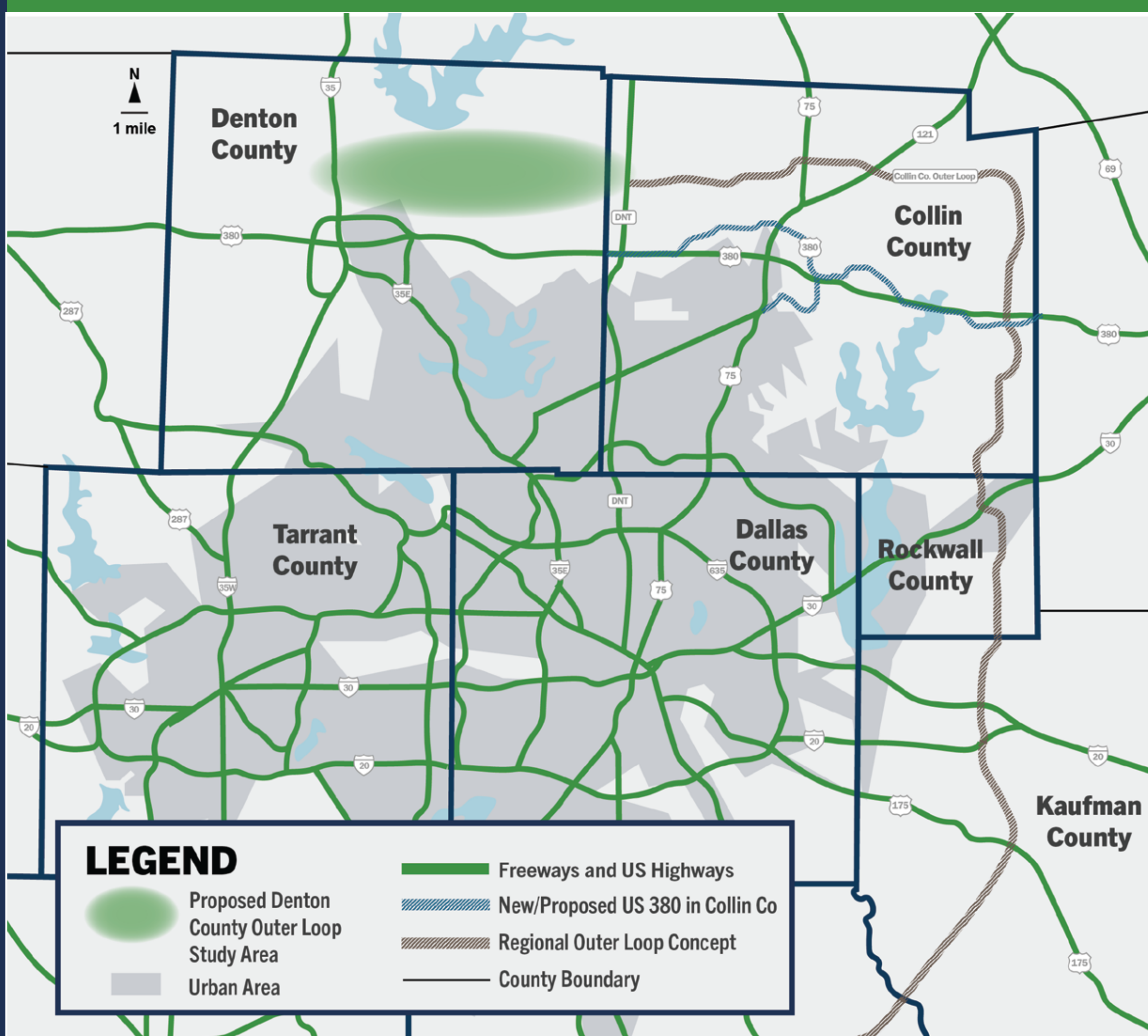
Denton County's population is expected grow from **900,000** people in 2020 to over **1.5 million*** people by 2045.

DENTON COUNTY POPULATION

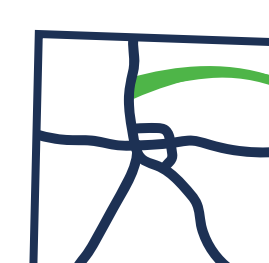


* Source: NCTCOG 2045 Demographic Forecasts

THE CURRENT ROAD NETWORK IS LIMITED



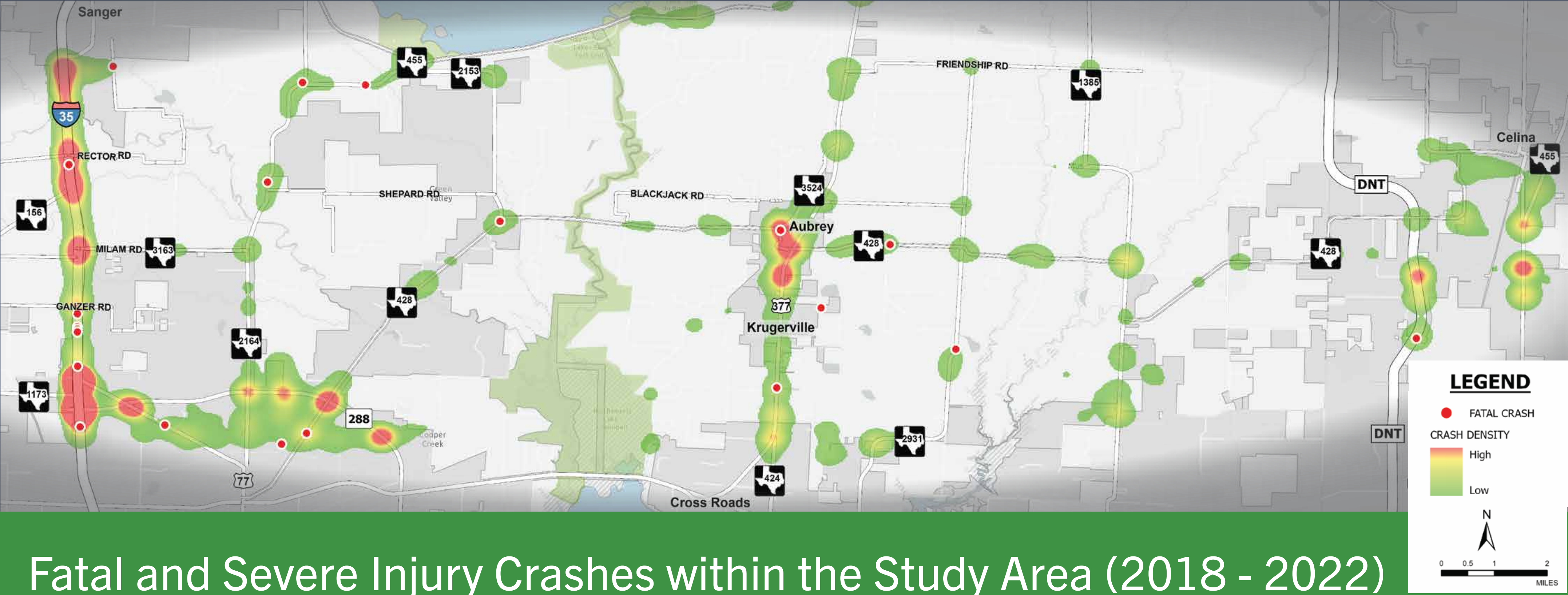
Denton County's population in 2045 will be similar to Tarrant County's population in 2010, with fewer controlled access highways in the current and planned network to support increased traffic demand.



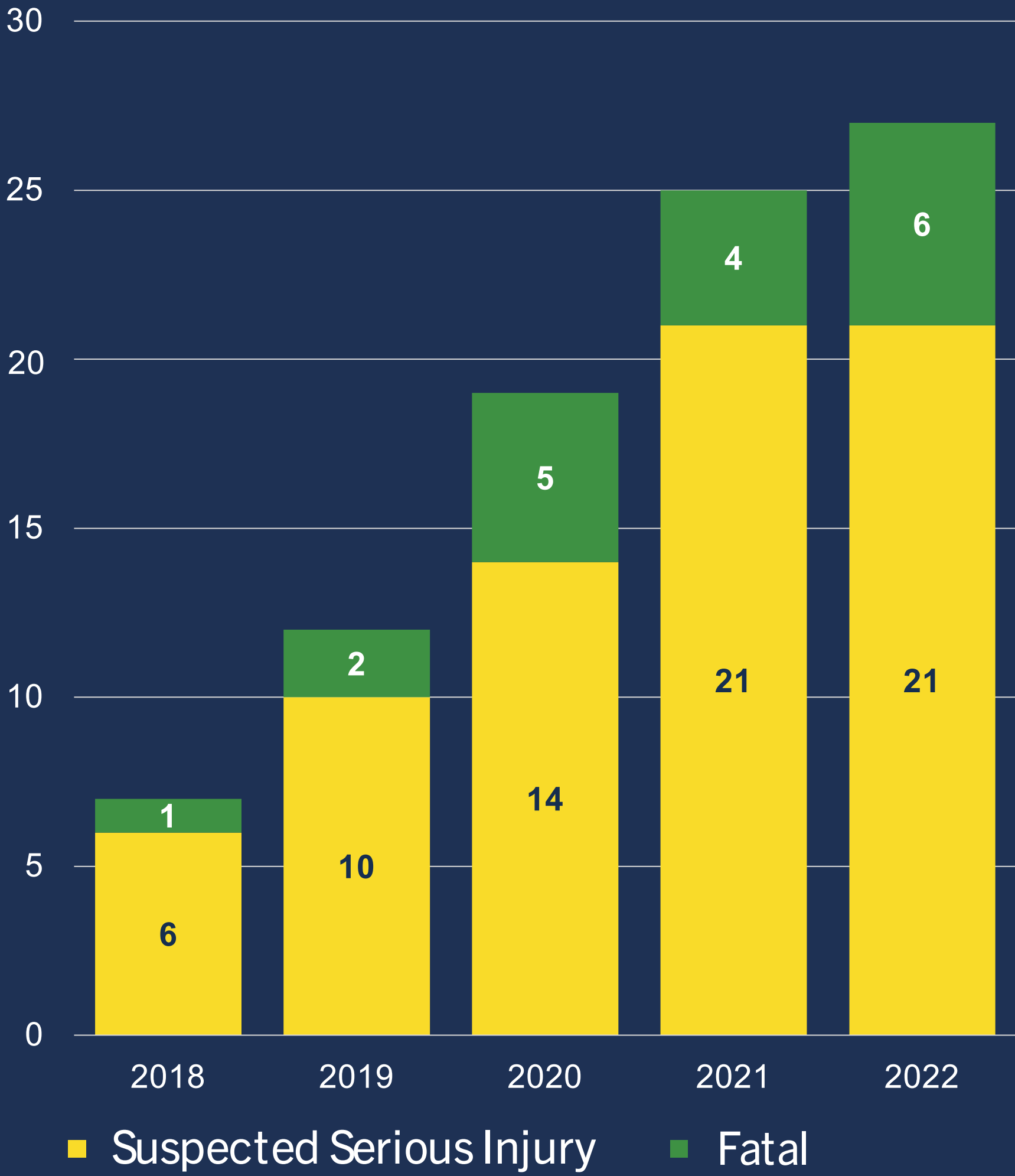
★ REGIONAL ★
OUTER LOOP
IN DENTON COUNTY

ROAD NETWORK SAFETY

Current Conditions

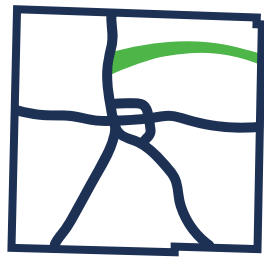


Total Number of Fatal and Severe Injury Crashes within the Study Area by Year



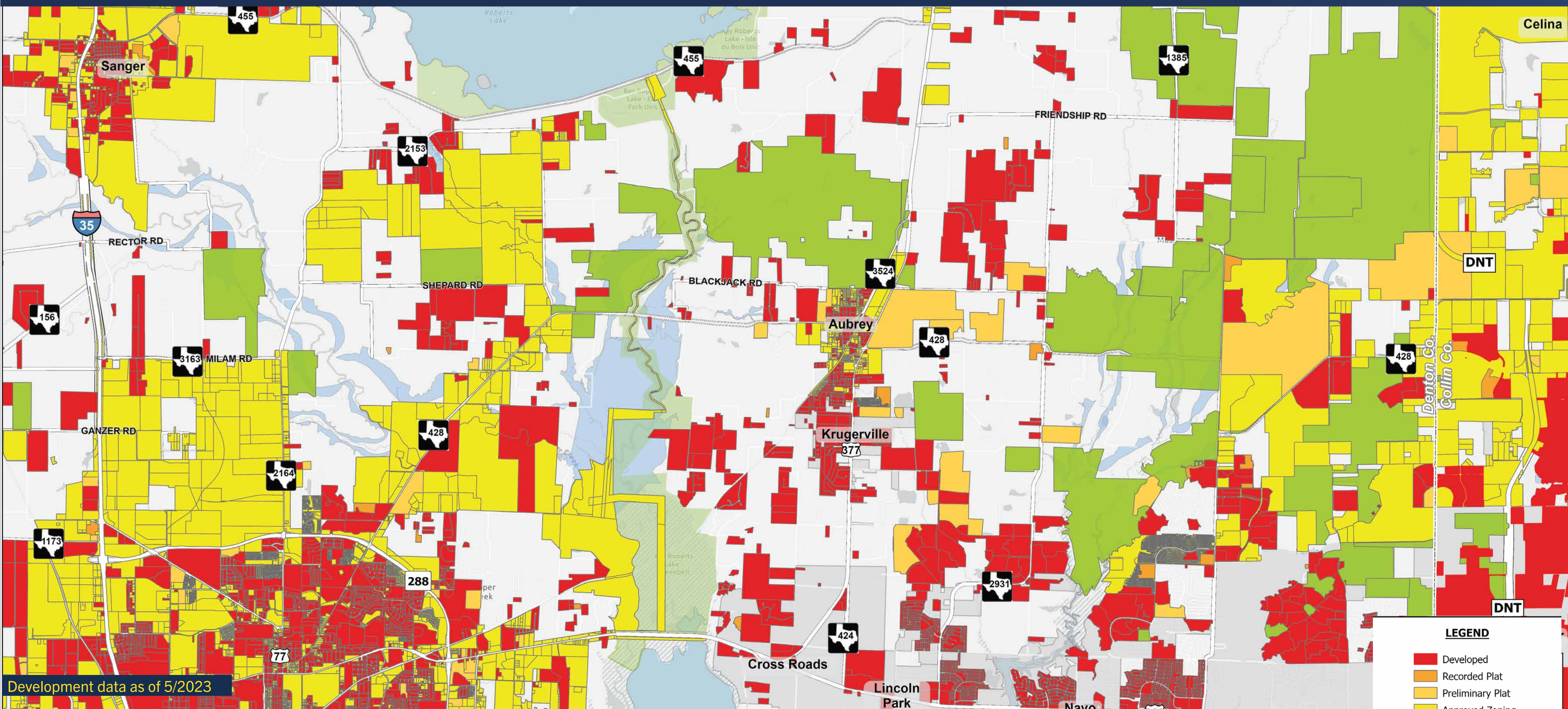
As the area grows, increased traffic volumes will lead to greater congestion and increased crashes in both number and severity. The study will evaluate the proposed project’s impact on future road network safety.

The study area had a **285%** increase in fatal and severe injury crashes between 2018 - 2022



RAPIDLY DEVELOPING STUDY AREA

Existing & Planned Development

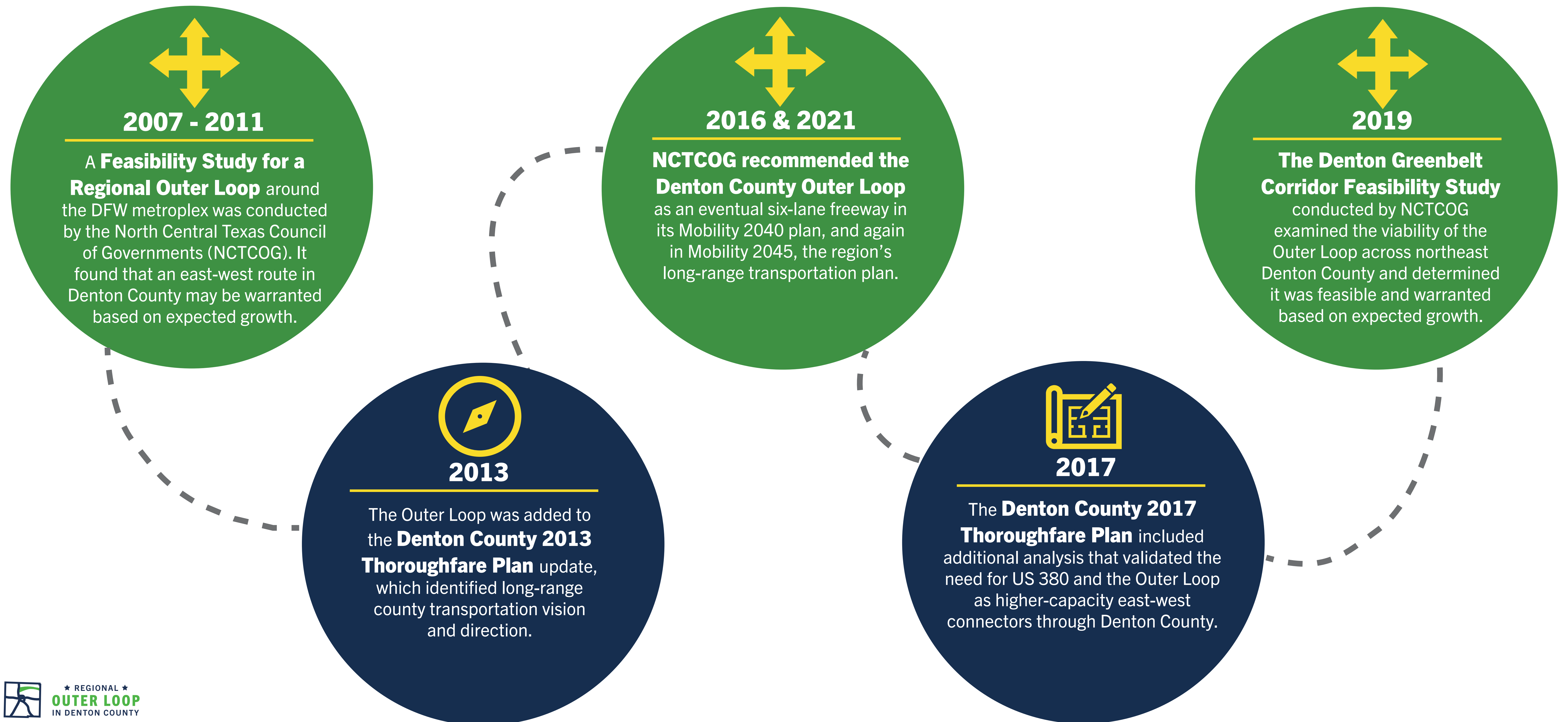


- Between 2015 & 2021, over **20,000 acres*** of farm, ranch, timber and vacant land has been converted to single family or commercial use in Denton County.
- Almost **5,000 acres of land** within the study area are planned for development.

* Source: US 380 Denton County Feasibility Study (2020)

PREVIOUS PLANS & STUDIES

Previous plans and studies have found that an east-west route in Denton County is feasible and warranted based on expected growth in the area.



National Environmental Policy Act (NEPA)

Following the NEPA Process

Overview



NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.



An Environmental Impact Statement (EIS) is prepared when it is anticipated a proposed project could significantly affect the quality of the human and natural environment.



Adhering to NEPA is required on any project that would receive any federal funding.



The County intends to obtain environmental clearance for the project from TxDOT through the NEPA process in order to use federal funds to construct the proposed roadway.

TxDOT's NEPA Assignment

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.

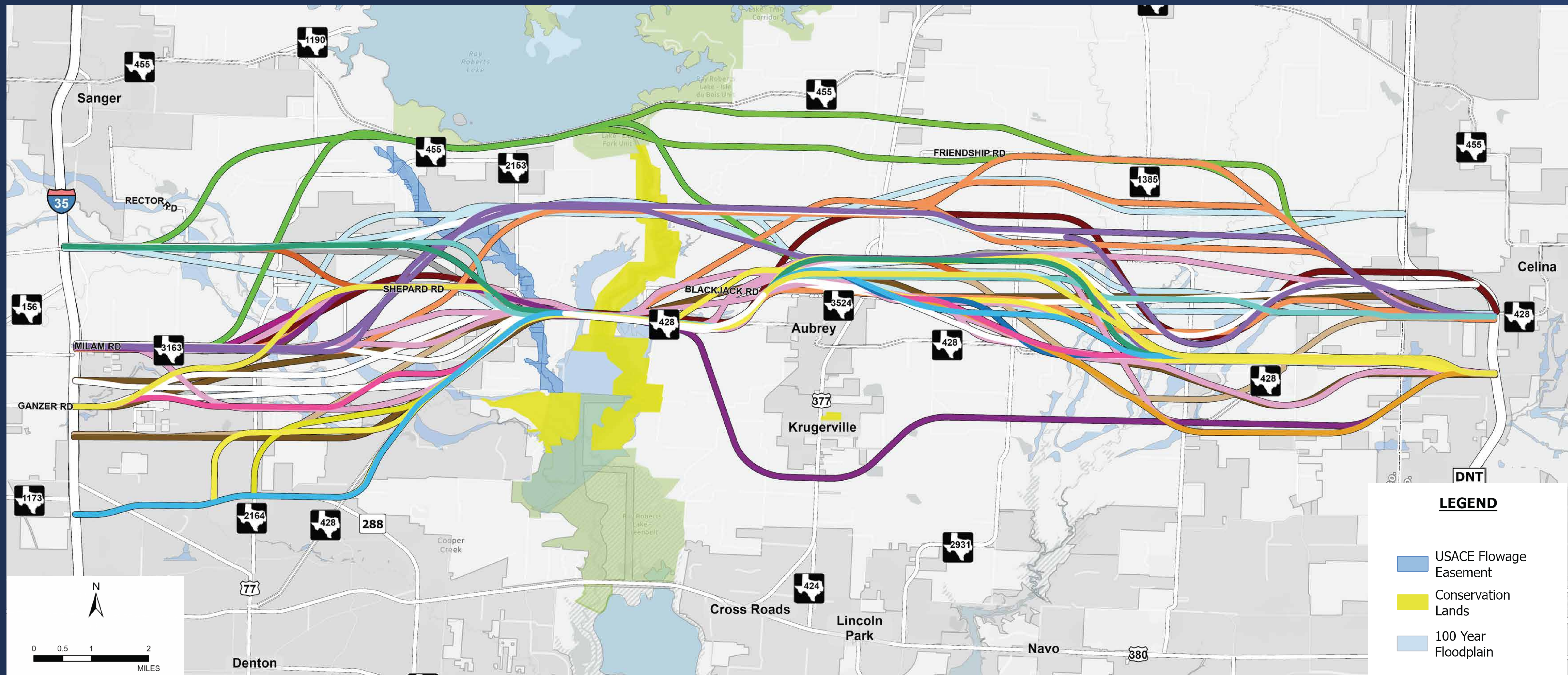
Las revisiones y consultas ambientales, y otras acciones requeridas por las leyes ambientales Federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT con respecto al 23 U.S.C. 327 y un Memorándum de Entendimiento con Fecha el 9 de Diciembre, 2019, y fueron ejecutadas por FHWA y TxDOT.



★ REGIONAL ★
OUTER LOOP
IN DENTON COUNTY

CONCEPTUAL ALIGNMENTS

48 possible freeway alignments were developed across the study area.



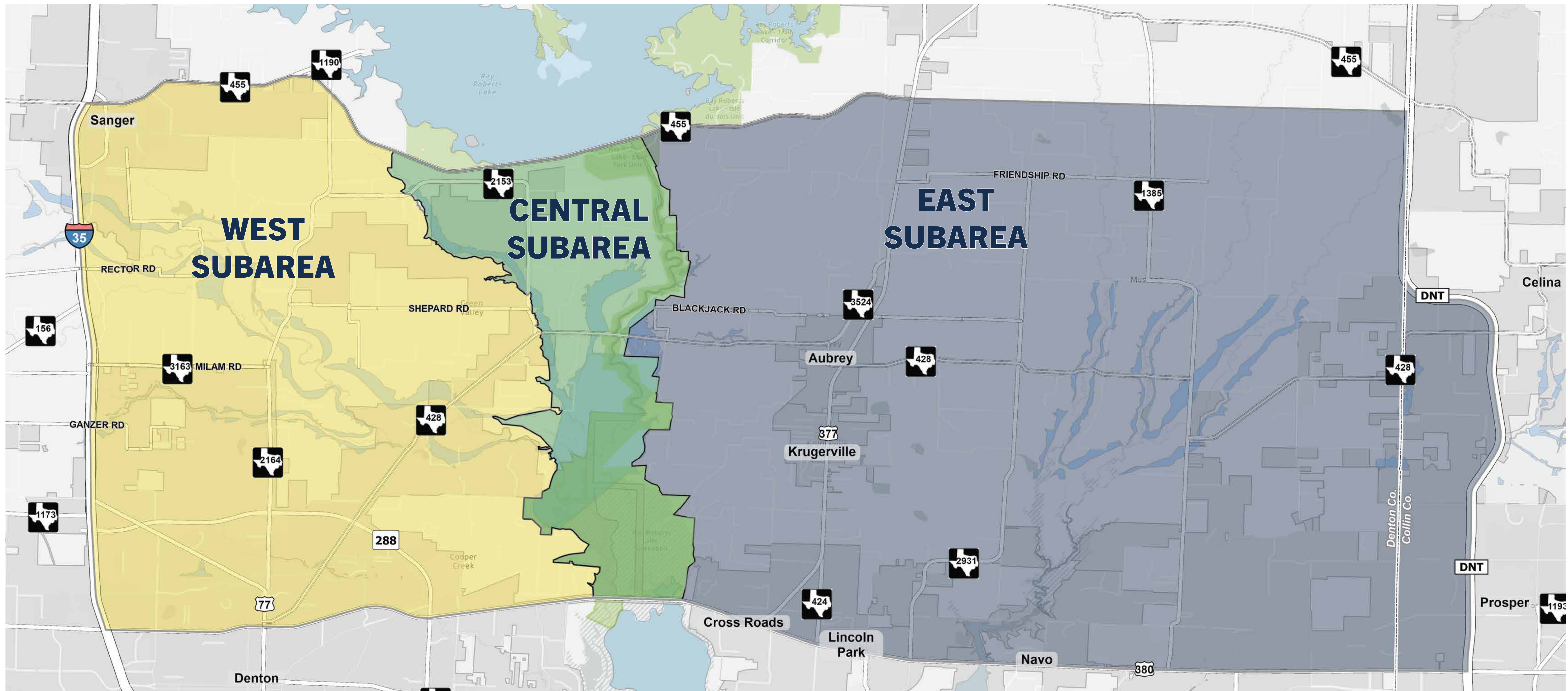
Key Considerations:

- Previous Studies
- Previously Identified Alignments
- Thoroughfare Plans
- Established Design Criteria
- Engineering Feasibility
- Traffic Analysis
- Community & Environmental Impacts

STUDY SUBAREAS

West, Central and East

To further analyze the conceptual alignments, the study area was divided into West, Central and East Subareas. The study subareas represent areas with similar features and potential constraints.



SCREENING CRITERIA CONSIDERED

Many factors are considered to determine the viability of an alignment. As part of the early evaluation process, data was collected in each of these areas to assess the potential impact of each alignment.



ENVIRONMENTAL IMPACTS



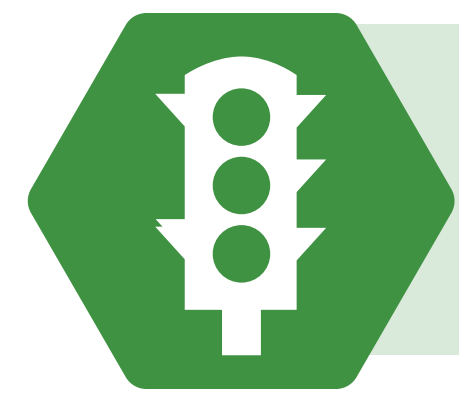
Wetlands and Streams



Floodplains



Oil & Gas Well Properties



MOBILITY IMPACTS



System Connectivity



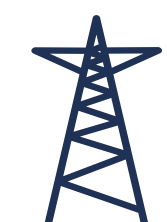
Traffic Level of Service



FEDERAL PROPERTY AND MAJOR INFRASTRUCTURE IMPACTS



Airstrips



Major Utilities

- Longitudinal (parallel)
- Transverse (crosses)



US Army Corps of Engineers (USACE)
Flowage Easements**



Conservation Lands



COMMUNITY IMPACTS



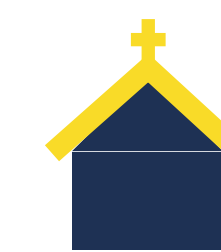
Residential Property*



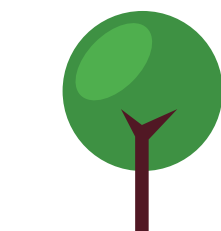
Potential Residential
Displacements



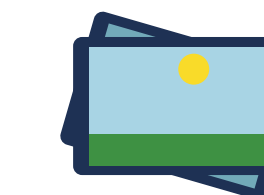
Potential Business
Displacements



Community Facilities
(religious property, cemeteries,
schools, universities, etc.)



Parkland (existing)



Future Open Space (planned
parks, recreation and open space
areas)

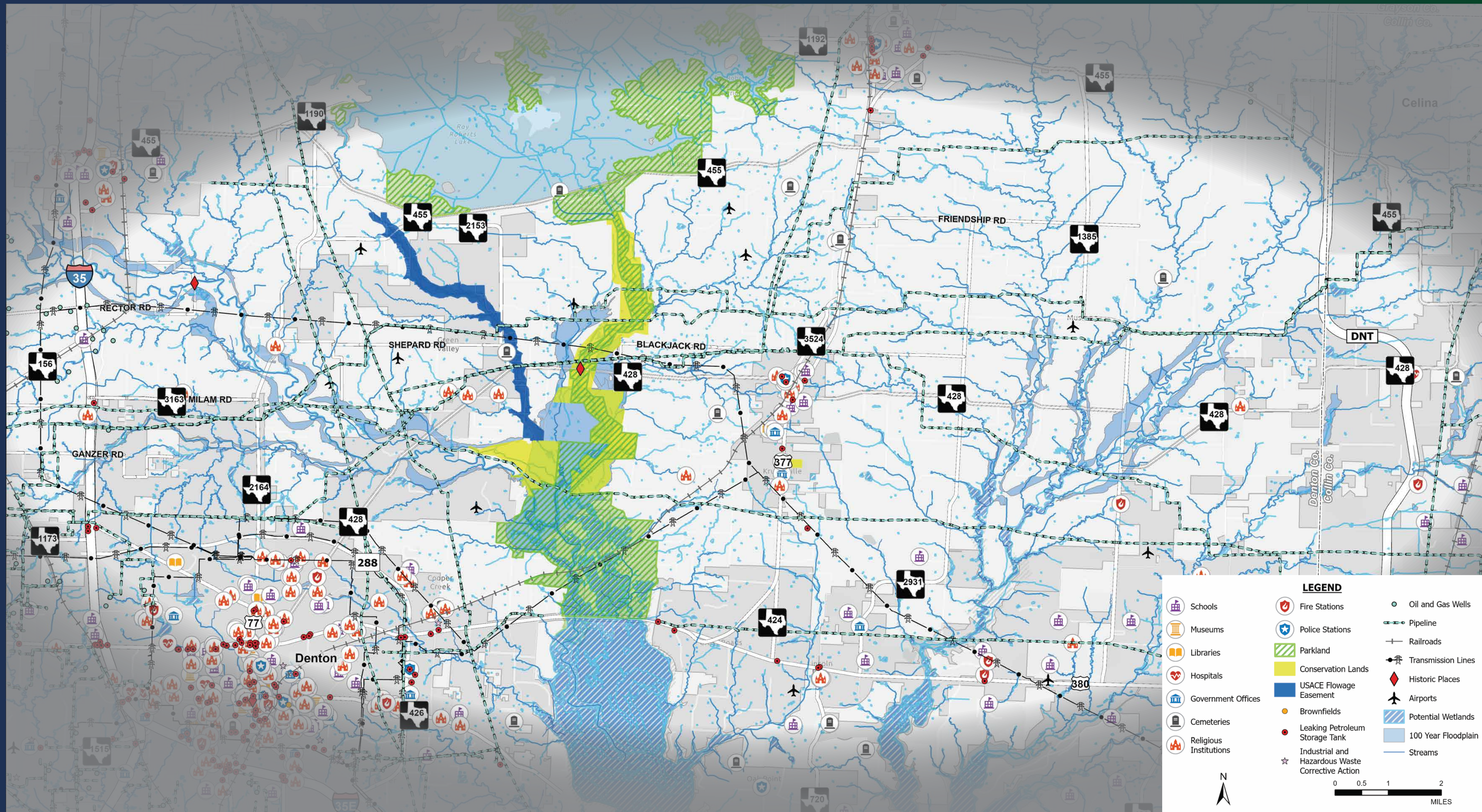


**Community input will be an important part of the
evaluation process as the study progresses.**

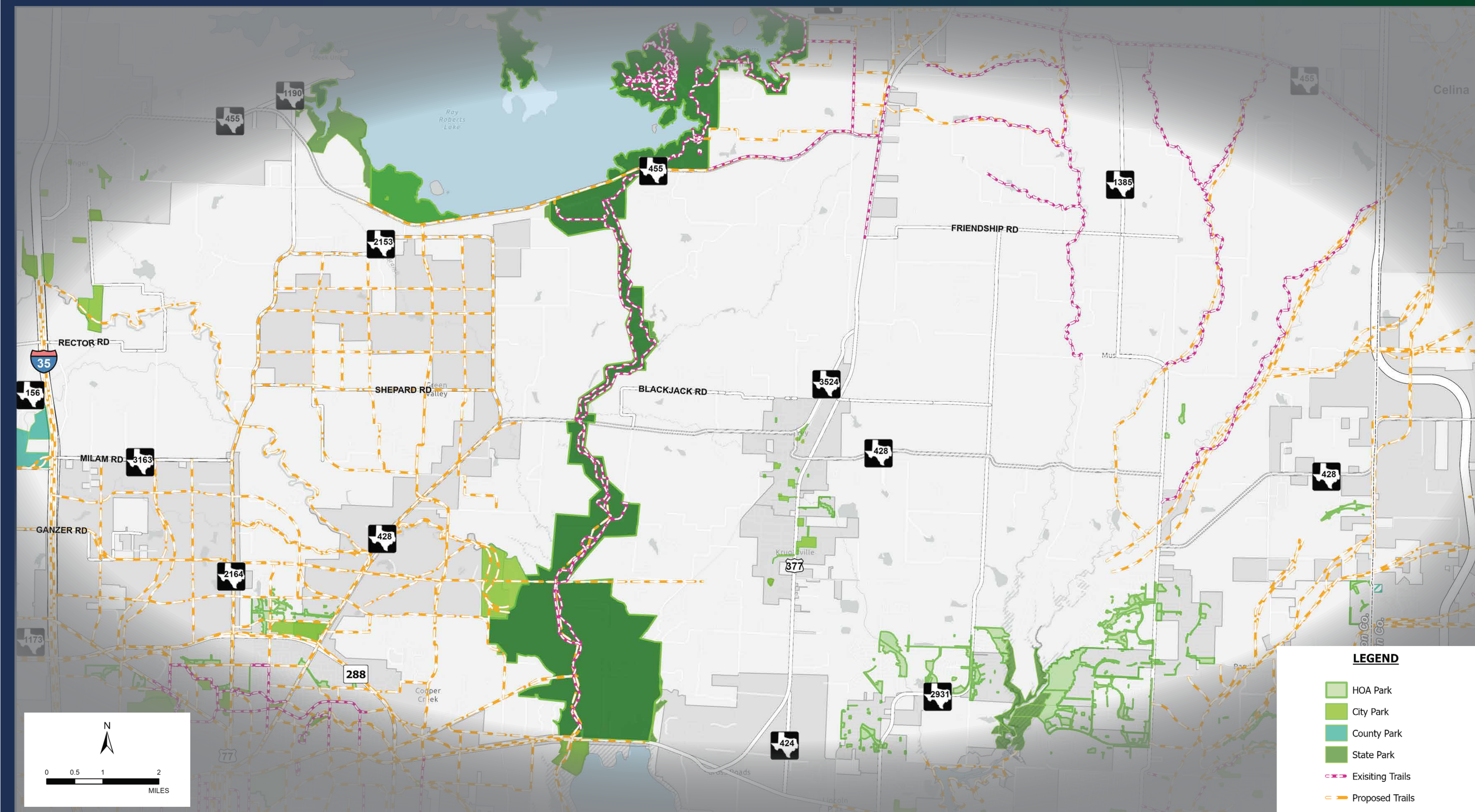
* In addition to residences and businesses, displacements such as garages, sheds, barns and billboards will also be considered as the study moves forward.

** Flowage Easements are non-federal land on which the United States Government has acquired certain perpetual rights, including the rights to overflow, flood, and submerge the land, prohibit structures for human habitation, and approve all other structures proposed for construction within the flowage easement.

ENVIRONMENTAL CONSTRAINTS



PARKS & TRAILS IN THE STUDY AREA



CENTRAL SUBAREA IN FOCUS

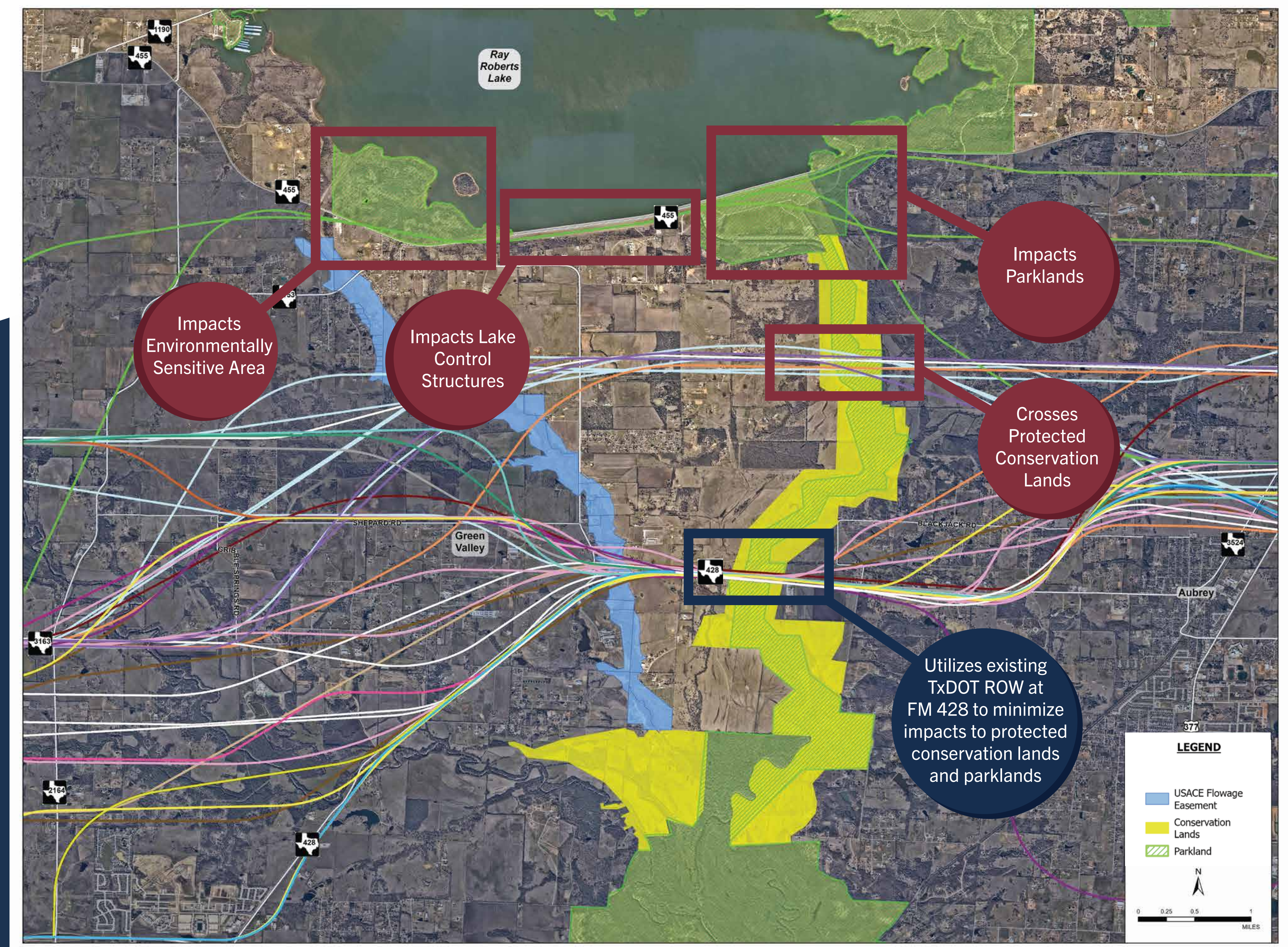
High-Risk Constraints

Several high-risk constraints within the Central Subarea have been identified early in the evaluation process. These include:

- Federally owned and environmentally sensitive areas
- Lake control structures at the Ray Roberts Lake dam
- The Ray Roberts Lake Isle du Bois State Park
- The Ray Roberts Lake Culp Branch Recreation Area
- The Ray Roberts Lake State Park Greenbelt Trail
- Protected Conservation Lands

Risks to the project from these constraints include:

- Lessens travel demand due to the large distance from US 380 and proximity to Ray Roberts Lake.
- Acquiring federally controlled conservation lands requires many layers of federal approval.
- Additional approvals could delay the project and lead to blockage of desired alignments by ongoing development activities.

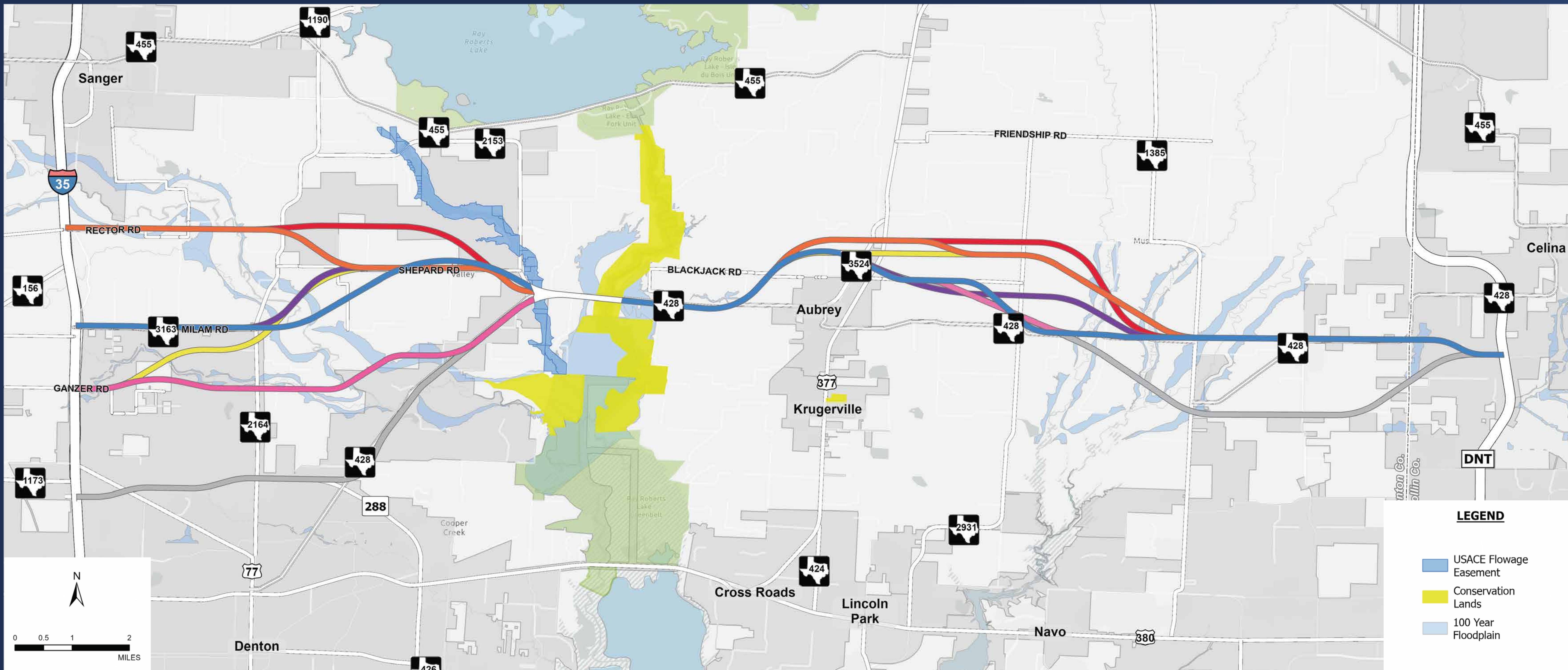


Recommendation: Focus on the alignments that cross the Greenbelt at FM 428 because they utilize existing TxDOT right-of-way through the federally protected conservation and park lands. These alignments are considered least impactful and have a lower risk of delaying the project. Remove the northern alignments within the Central Subarea from further consideration as they pose a higher risk to project approval.



FEASIBLE ALIGNMENTS

For Further Consideration



The remaining alignments that cross at FM 428 were evaluated based on their ability to meet future needs of the County and minimize impacts. Seven alignments in the West and East subareas and one alignment in the Central Subarea are recommended for further consideration.

These alignments may be viewed in greater detail at the Roll Plot tables and Interactive Map station.

SCREENING MATRIX

Evaluation Criteria WEST SUBAREA								Evaluation Criteria CENTRAL SUBAREA		Evaluation Criteria EAST SUBAREA							
Purple West								White Central		Grey East							
Red West										Purple East							
Blue West										Pink East							
Yellow West										Blue East							
Pink West										Orange East							
Orange West										Red East							
Grey West										Yellow East							
COMMUNITY IMPACTS								COMMUNITY IMPACTS		COMMUNITY IMPACTS							
Residential Property (Acres)	●	●	●	◐	◐	●	●	Residential Property (Acres)	●	◐	◐	●	◐	◐	◐	◐	◐
Potential Residential Displacements (Each)	●	●	●	●	●	●	○	Potential Residential Displacements (Each)	●	●	●	◐	●	●	●	●	●
Potential Business Displacements (Each)	●	◐	●	●	●	◐	◐	Potential Business Displacements (Each)	●	●	●	●	●	◐	◐	◐	◐
Community Facilities (i.e., religious property, cemeteries, schools, universities)	◐	●	◐	●	◐	●	○	Community Facilities (i.e., religious property, cemeteries, schools, universities)	●	●	◐	◐	◐	◐	◐	◐	◐
Parkland (Acres)	●	●	●	●	●	●	○	Parkland (Acres)	○	●	●	●	●	●	●	●	●
Future Open Space (Acres)	●	●	●	●	●	●	●	Future Open Space (Acres)	●	●	●	●	●	●	●	●	●
Stakeholder and Public Input	TBD	TBD	TBD	TBD	TBD	TBD	TBD	Stakeholder and Public Input	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
FEDERAL PROPERTY AND MAJOR INFRASTRUCTURE IMPACTS								FEDERAL PROPERTY/MAJOR INFRASTRUCTURE		FEDERAL PROPERTY AND MAJOR INFRASTRUCTURE IMPACTS							
Airstrips (Each)	●	●	●	●	●	●	●	Airstrips (Each)	●	●	●	●	●	●	●	●	●
USACE Flowage Easements (Acres)	●	●	●	●	●	●	●	USACE Flowage Easements (Acres)	◐	●	●	●	●	●	●	●	●
Conservation Lands (Acres)	●	●	●	●	●	●	●	Conservation Lands (Acres)	◐	●	●	●	●	●	●	●	●
Major Utilities (Linear Feet)	●	◐	◐	◐	●	◐	◐	Major Utilities (Linear Feet)	◐	◐	●	◐	◐	◐	◐	◐	◐
ENVIRONMENTAL IMPACTS								ENVIRONMENTAL IMPACTS		ENVIRONMENTAL IMPACTS							
Floodplains (Acres)	●	●	●	●	◐	●	●	Floodplains (Acres)	●	◐	◐	◐	◐	◐	◐	◐	◐
Oil & Gas Well Properties (Each)	●	●	●	●	●	●	●	Oil & Gas Well Properties (Each)	●	●	●	●	●	●	●	●	●
Wetlands and Streams (Acres)	●	●	●	●	●	●	●	Wetlands and Streams (Acres)	●	◐	◐	◐	◐	◐	◐	◐	◐
MOBILITY IMPACTS								MOBILITY IMPACTS		MOBILITY IMPACTS							
System Connectivity	●	●	●	◐	◐	●	◐	System Connectivity	●	◐	●	●	●	●	●	●	●
Traffic Level of Service	●	●	●	◐	◐	●	◐	Traffic Level of Service	●	◐	●	●	●	●	●	●	●

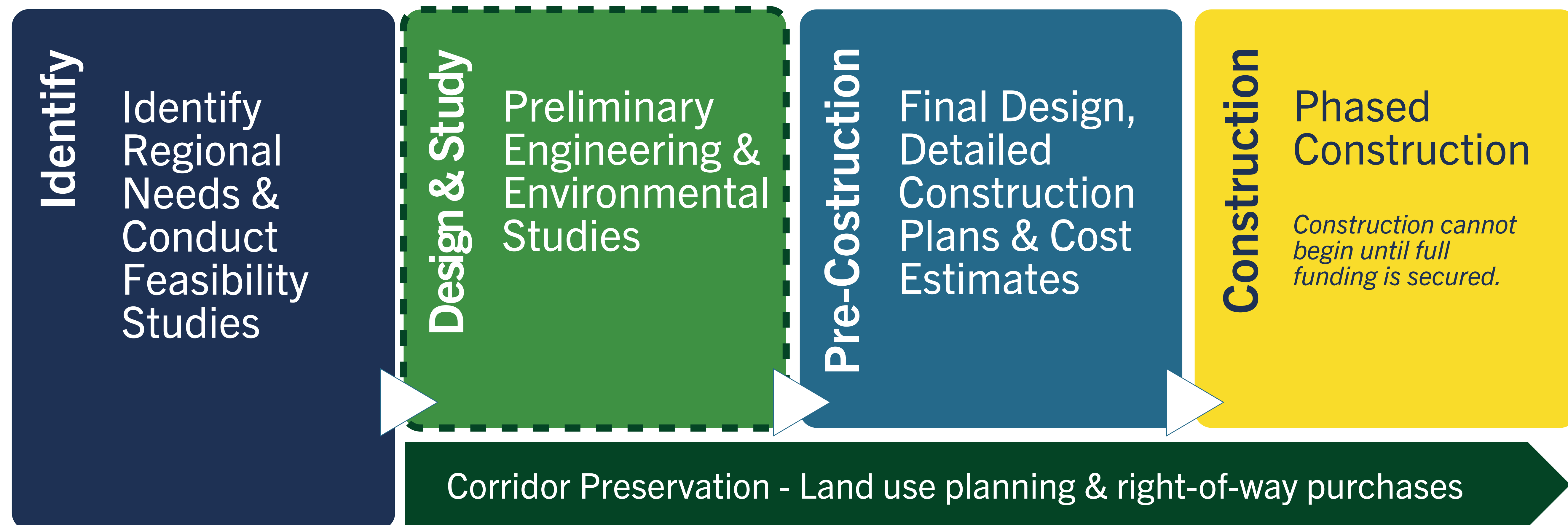
LEGEND

Highly Meets Criteria	Mostly Meets Criteria	Partially Meets Criteria	Sometimes Meets Criteria	Does Not Meet Criteria
●	◐	◐	◐	○



Results of data analysis may change as routes are further defined and evaluated.
A “No Build” alternative will also be considered during development of the EIS.

PROJECT DEVELOPMENT PROCESS



↑
**WE ARE
HERE**

PHASED CONSTRUCTION

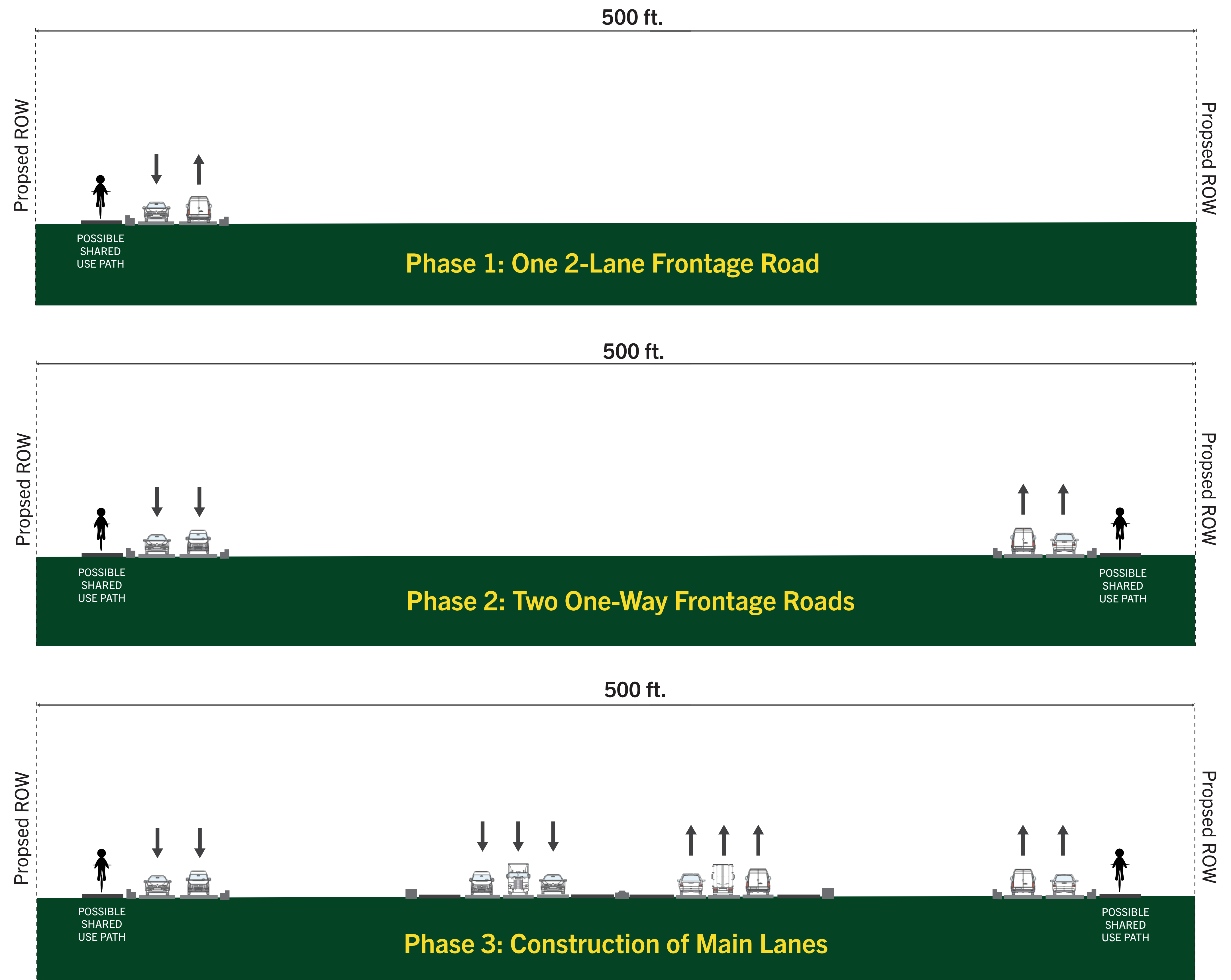
Freeway Typical Section Example

PHASED CONSTRUCTION

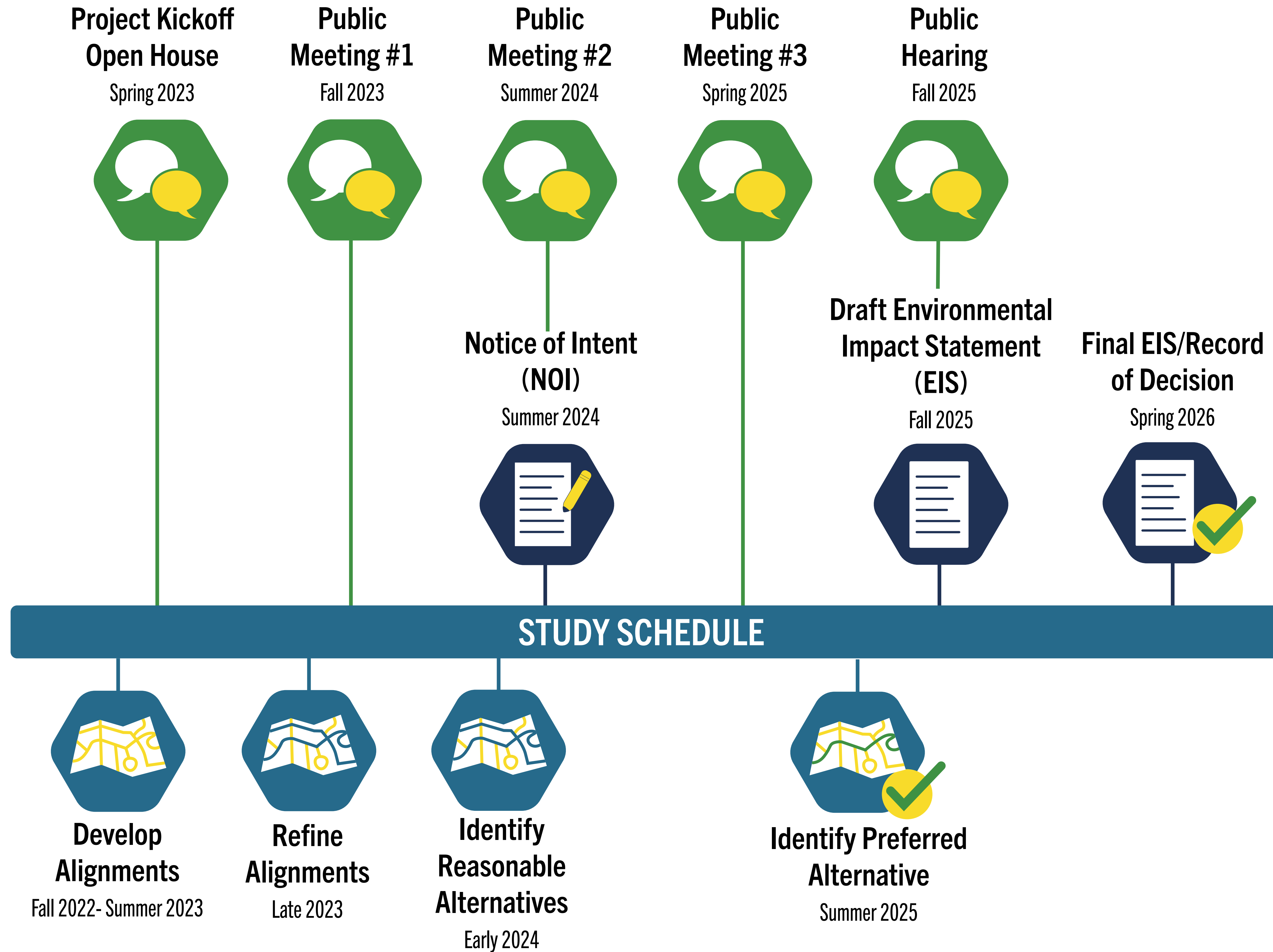
means construction of the roadway would be phased over time. Frontage roads may be built first, and then the main lanes of a freeway as demand increases.

ILLUSTRATIVE PURPOSES ONLY

These diagrams are for illustration purposes only and do not represent the final design or lane configuration for the roadway. Modifications to the lane configuration and right-of-way width will occur as the study progresses.



NEXT STEPS



PROVIDE YOUR INPUT



In-Person

at the Open House
Comment Station



Website

Survey & Interactive
Comment Map

DentonCountyOuterLoop.com



Email

info@dentoncountyouterloop.com



Mail

Project Team

Attn: Denton County Outer Loop
13737 Noel Rd., Suite 700
Dallas, TX 75240

*All comments must be received by the study team or postmarked no later than **June 22, 2023** to be part of the official meeting record.*

THANK YOU!



★ REGIONAL ★
OUTER LOOP
IN DENTON COUNTY

www.DentonCountyOuterLoop.com