



Recommended Preferred Alternative Selected

At the September 15, 2011 Grayson County Regional Mobility Authority (GCRMA) Board Meeting, the GCRMA Board adopted TxDOT's Recommended Preferred Alternative for the 33 mile proposed Grayson County Tollway (GCT). The TxDOT presentation was the result of a 15 month alignment routing and financial feasibility study, and was divided into three distinct regional areas within Grayson County similar to the recent June 21, 2011 GCT Public Meeting. These included the southern section (FM 121 to FM 902 in Gunter/Dorchester), middle section (FM 902 in Gunter/Dorchester to SH 289 north of the North Texas Regional Airport (NTRA)), and northern section (SH 289 north of the NTRA to US 75 in Denison). A brief summary of the three study sections follows:

- **Southern Section (FM 121 in Gunter to FM 902 in Gunter/Dorchester)** – The Locally Preferred Alternative selected at both the November 18, 2010 and June 21, 2011 Public Meetings was S1E. The TxDOT GCT Study Team concurred with this route from an engineering and environmental perspective, and further evaluated the route for toll feasibility and funding. This is the closest section to the recent study and northern connection of the planned Dallas North Tollway (DNT) Section 5a extension from Celina, and the City of Gunter as well as adjacent landowners are enthusiastic about proceeding with the development of this corridor through final design and ROW acquisition. Although this section of the GCT corridor was adopted by the GCRMA Board, the final decision was to defer project development activities on this section until a clear understanding could be formed regarding the North Texas Tollway Authority's plan and timing to extend the proposed DNT from FM 428 in Celina to the Collin/Grayson County Line. These discussions will occur in the coming months, and will most likely include Collin and Denton Counties as well as the City Celina. This was the only section of the GCT Corridor recommended by the team for further development, and included suggested modification to remove the curve south of FM 902 and tie directly into FM 902 with a T-intersection just west of McDonald Road.
- **Middle Section (FM 902 in Gunter/Dorchester to SH 289 north of the NTRA)** - The Locally Preferred Alternative selected at both the November 18, 2010 and June 21, 2011 Public Meetings was S1E/N4W-Mod (new alignment parallel and west of SH 289). The TxDOT GCT Study Team concurred with this route from an engineering and environmental perspective. However, due to projected low future traffic in this area coupled with the proximity of a non-congested SH 289 adjacent facility, toll feasibility was very low and this section of the GCT did not meet a primary objective of the study which was to relieve future truck congestion along both US 75 and SH 289. So out of the three alternatives presented at the June 21, 2011 Public Meeting(S1E, S2E-Mod, and S10), the No-Build Option was recommended for the middle section. However, in the interest of adopting a continuous corridor from the Grayson County Line to US 75 in Denison, a separate evaluation of the original Universe of Alternatives was conducted to see if a middle section alignment could be offered to support future Grayson County growth and mobility. The alignment that met this alternative Need and Purpose was S9, which is located further west of S1 and ties to SH 56 on the west edge of downtown Southmayd. The GCT Study Team recommended that this alternative be considered for connectivity between



the southern and northern sections, but that a future study be conducted prior to tying down the exact alignment and proceeding with project development in this area.

- **Northern Section (SH 289 north of the NTRA to US 75 in Denison)** - The Locally Preferred Alternative selected at both the November 18, 2010 and June 21, 2011 Public Meetings was N4W-Mod. The TxDOT GCT Study Team concurred with this route from an engineering and environmental perspective, but future traffic projections using the Sherman Denison Metropolitan Planning Organization's traffic model, as well as ultimate build-out cost for this alternative, show that it does not perform as well as the N1S alternative north of FM 120. However, since the public voted N4W-Mod as their preferred alternative and it is also fully endorsed by the cities of Pottsboro and Denison, the study team recommended that this alignment be adopted but project development be deferred until further plans by both cities as well as future landowners result in better financial and traffic feasibility for this alternative.

In summary, the S1E – S9Mod – N4WMod corridor was selected by the GCRMA as the future Grayson County Tollway. Further project development activities may occur on the S1E corridor, but only after discussions are held with regional leaders south of Grayson County regarding timing for the extension of the Dallas North Tollway. The middle S9-Mod alternative was adopted for a future goal of supporting county growth, but is subject to change based on future engineering studies and development in the area. The final development of the N4W-Mod alternative will depend on local initiatives by the cities of Pottsboro and Denison, as well as Grayson County.