



Documentation of Meeting with Affected Property Owners

Project Location

Collin County
US 380

0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

Project Limits

Denton County Line to Hunt County Line

Meeting Location

Russell A Steindam Courts Building, 2100 Bloomdale Road, McKinney, TX 75071

Meeting Date and Time

Thursday, March 21, 2019, 6:00 p.m. to 8:00 p.m.

Translation Services

Not requested

Elected Officials in Attendance

Hon. Charlie Phillips Council Member at Large – City of McKinney
Hon. Darrell Hale Commissioner Precinct 3 – Collin County

Total Number of Attendees (approx.)

132

Total Number of Commenters

54

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Section A. Comment Response Matrix

Section	Document
A1	Comment Response Matrix

Total Number of Commenters
54



A1 Comment Response Matrix

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Amber Block	3/21/2019	Comment Form	<p>NOT TO "C", YES TO "D" on east side of Northern 380 bypass.</p> <p>Thank you for reconsidering the proposed options for the 380 bypass. Option "C" goes right in front of our property and would take 2-3 acres of our hay field. We only 7 acres for hay production and losing that much property to a bypass would definitely hinder our agricultural way of life. The "D" option is through the flood plain, and from an agricultural perspective, it is the much better option. Why loose land that is currently in use as well as multiple dwellings (11 homes in option C, only 2 in option 2). We firmly prefer option D.</p> <p>Sincerely, Amber Block</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
2	Andre Schuster	3/21/2019	Comment Form and Email	<p>As a resident of the Town of Fairview, I am very concerned with the proposed Option A/Red alignment (eastern alignment option) of the Spur 399 extension:</p> <ul style="list-style-type: none"> -Route passes through numerous farms and wetland areas -fails to make use of any existing roadways, placing a highway near residential uses and other incompatible uses where residents/homeowners never contemplated a major highway location. <p>The Option A/Red alignment also entirely bypasses a heavily commercial/industrial district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B/Blue/Yellow route include:</p> <ul style="list-style-type: none"> - Simpson Strong Tie - Blue Mountain Equipment - Waste Connections of Texas -A massive aluminum/wire manufacturing facility - Fire station - McKinney Airport's hangers and terminal area 	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

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				<p>Option B/Blue/Yellow is located one mile east of downtown McKinney, whereas Option A/Red is nearly three miles from McKinney.</p> <p>Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399</p>	
3	Ben Silver	3/21/2019	Comment Form	<p>My home at [REDACTED] is 70 feet from the new Bypass! I am concerned about the noise this will bring as well as access to schools in Prosper. The surveys have been overwhelming in favor of fixing 380 on 380 and I feel that TxDOT is not listening to the residential concerns. I would love to have Stephen Endres visit me to discuss the bypass by Heatherwood !!</p>	<p>Comment noted.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regard to this study. Please contact Stephen Endres via phone at 214-320-4469 or email at Stephen.Endres@txdot.gov to discuss your concerns.</p>
4	Bhargav Patel	4/2/2019	Comment Form	<p>My name is Bhargav Patel. I have been living in McKinney for past 22 years and have seen population of McKinney grow exponential. Although I truly believe in improvement of 380, I genuinely believe in keeping 380 on 380. If and only IF a bypass is considered, I support Red Option D. Creating a bypass will have a horrible impact on current businesses as proven by</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

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				businesses on 121, which were impacted by SRT121. Secondly, a bypass anywhere but on a current flood plane (100 year) will keep farms and ranches running and providing necessary home grown products within McKinney. My property as well as surrounding properties will have a tremendous negative impact if a bypass arrives few feet from us from disturbing migrating birds, bee hives, pecan trees, and native species to creating a concrete jungle instead of keeping green space.	
5	Carol King	3/21/2019	Comment Form	I think you have come up with a better plan. "Red D to Green B" is better than the original option. I like this !	Comment noted.
6	Danielle Cox	4/11/2019	Email	<p>Sir,</p> <p>regarding SR 380, I want to voice my support for Option B and against Option A.</p> <p>Option B alignment (western alignment option) is a much better alternative due to:</p> <ul style="list-style-type: none"> - Utilizes existing roadbed of Airport Road, which has a wide median and can accommodate six lanes - Passes through an industrial area - Requires far less land acquisition - Is a shorter route with less construction time and costs <p>Thank you,</p> <p>Danielle Cox</p> <p>Frisco, TX</p>	Comment noted.

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7	Daniel Wells	4/11/2019	Email	Mr. Endres I and many of us in Collin County would like to see option B for this roadway. The shorter route through industrial areas using existing roadway makes better sense and keeps planning looking as if someone is paying attention to the growth of our area. Daniel Wells, Lucas, Tx	Comment noted.
8	David Bruce	3/21/2019	Comment Form	Stephen, Thank you for visiting with me tonight! Option D is the preferred route for me! I do not support option C in any way! My property would be totally taken or made unusable if C were to be adopted. *1 st choice would be fix 380 on 380! My property is located at: [REDACTED] (top of the curve of option c)	Comment noted.
9	David Heaton	3/21/2019	Comment Form	Please be aware that "Green Option A" goes through Cornerstone Ranch. We are a home and day program for adults with special needs. We have not yet decided if we will invite the media to help protect our sweet young ladies with Down Syndrome.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
10	David Renfro	3/21/2019	Comment Form	Red option D would affect us. We have property on [REDACTED]. It is empty, flood-plain, so the impact would be minimal other than the monetary issue.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
11	Dr. Steve M Williams	3/21/2019	Comment Form	"D" does not affect my property at all, "C" cuts my property in half. I understand we need the roads and due to the population growth coming our way, we want the roads sooner rather than later. I actually am flexible with either direction – if I can help in any way please feel free to give me a call [REDACTED]	Comment noted.
12	Edwin V King	3/21/2019	Comment Form	My name is Edwin King. I live at [REDACTED]. Red Route D would impact my property and I am opposed to it. Red Route C is understandably cheaper, will affect fewer residences, and would be a better alternative. I oppose Red Route D. It would	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Based on the comparison of the red alignment C and D presented, the red alignment C impacts and displaces more residential properties than the red alignment D.

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				decrease the property values of all the homes along Woodlawn road	Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these factors will impact the value of the subject property in a negative or positive way.
13	Farooq Syed	3/21/2019	Comment Form	I live in Pecan Ridge community and I oppose 380 bypass due to pollution, traffic and property value. No more taxes.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these factors will impact the value of the subject property in a negative or positive way.</p>
14	Fred Costa	3/21/2019	Comment Form	<p>I prefer and support the <u>Green Alignment East of 75 (1) Because bypassing the business corridor on 380 in that area would "Time Lock" those businesses, they would not grow. The Business would resemble those business in Denton, which are time locked in the 60's. (2) Also, traffic demand will continue on the current 380 alignment and traffic will continue to worsen and resemble the traffic congestion in Denton where loop 288 bypasses 380 to 35.</u></p> <p>The best solution is the Green Alignment. I like the addition economic impact analysis, noise analysis being conducted.</p>	Comment noted.
15	Gary W Sanders	3/21/2019	Comment Form	I think Red D is awesome and makes great sense as it in a low value flood plain and also fully satisfies travel demand, which I do think is the goal. I do NOT like Red C at all because it doesn't show to fully satisfy the travel demand and also affects some off the best property's in Collin County that are high and VERY USUABLE going forward for the county. I think D is the place to put it! I think C changes the make up of several	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

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				ranches in less than a mile that do alot to keep McKinney unique by nature. Keep 380 on 380.	
16	Gordon O'Neal	3/21/2019	Comment Form	<p>Red option D affects our home much less than option C, although we are concerned about the environmental impact of a major highway in a floodplain populated by a large wildlife population.</p> <p>However, I will say again that the red option does NOT solve the problem it is intended to solve. What is the % of traffic transiting Collin Co. ? The majority of traffic on 380 is coming to McKinney to go south on 75, 121, or DNT. Those drivers from the east and west are NOT going to drive this loop miles to the north to get on 75. Anyone can see that a loop is needed to the SOUTH of McKinney.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>TxDOT analyzed roadway options presented, including along the existing US 380, using a 2045 travel demand model. The 2045 model is the regionally accepted model and the first model runs were completed in 2018.</p> <p>Traffic models project future traffic volumes and travel patterns in the DFW region by combining population forecasts, cities' future land use plans, and common origins/destinations. Many cities' future land use plans contain new commercial areas which will bring more jobs and people to the area.</p> <p>The 2045 traffic model runs show a trend of less people traveling south to Dallas for employment and increase in east-west demand. When US 380 is modeled as a freeway throughout Denton and Collin Counties, it becomes an even more significant east-west route in the region.</p> <p>Initial traffic analysis considered the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic and cost analysis was conducted.</p> <p>According to our analysis, the red alignment freeway option would attract traffic from the existing US 380.</p>

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17	Haley Hills	3/21/2019	Comment Form	As a resident & homeowner that will be directly impacted by the bypass I truly hate to see so many communities changed for the worse when the improvements can be done where significantly less people, businesses, schools, & communities will suffer. Our neighborhood (Pecan Ridge Estates) will lose air quality & will be come much noisier due to having 75 on one side & the bypass on the north & east sides of us. This will also effect the home values of a nice & family oriented community. Not to mention the same issues being present at Inspiration Park & Naomi Press Elementary School (located directly next to Pecan Ridge Estates) As someone who loves their home & plans to raise a family there, PLEASE do not damage my neighborhood as well as dozens of others when the problem can be fixed where 380 already stands.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
18	J David & Karen K Thompson	3/21/2019	Comment Form	The currently proposed Red C Route on the East side would take ~ 6 acres from the front of our 46 acre farm (Registered Shorthorn Show Cattle for 4-H and FFA, Hay & Pecan Production). Obviously, we would much prefer the Red D Route for very personal reasons, but also want to point out that the C Route disturbs far fewer homes, and utilities more of the flood plain, thus preserving more useful farm land. A basic question remains – will the proposed <u>Northern Bypass</u> Do more to relieve traffic congestion on 380, compared to 380 <u>improvements</u> or compared to <u>Southern</u> bypasses or Spurs?	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. According to our analysis, the red alignment freeway option would attract traffic from the existing US 380 and provide more county wide congestion relief than the green alignment.
19	Janet Anders	3/21/2019	Comment Form	No bypass. Keep 380 on 380	Comment noted.
20	Jason Parker	4/11/2019	Email	As the parent of an AYSES soccer player, I am writing to ask you to consider how Option B of this proposal is favorable to	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

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				<p>Option A (other than Option A would make the hundreds of AYSES players and coaches soccer orphans):</p> <p>Option A alignment (eastern alignment option) of the Spur 399 extension is not ideal due to:</p> <ul style="list-style-type: none"> - Passes through numerous farms and wetland areas - Passes by parks (Heard Museum) and community facilities (bisects Fairview Soccer Park) - Fails to make use of any existing roadways (Airport Road/Harry McKillop Boulevard) - Requires extensive land acquisition - Is considerably longer and therefore more costly than Option B <p>Option B alignment (western alignment option) is a much better alternative due to:</p> <ul style="list-style-type: none"> - Utilizes existing roadbed of Airport Road, which has a wide median and can accommodate six lanes - Passes through an industrial area - Requires far less land acquisition - Is a shorter route with less construction time and costs <p>Please take the time to carefully consider all these factors before making a decision.</p> <p>Sincerely, Jason Parker [REDACTED]</p>	

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21	JD Eubank	3/21/2019	Comment Form	<p>We prefer option "D" alignment because it does not affect as many property owners & structures. Both alignments run through our property, but alignment "C" makes the property unusable whereas alignment "D" leaves the important parts of our property and other's property intact and usable. Regardless of the alignment chosen for south of us-380 ("A" or "B"), alignment "D" is still preferred. If alignment "A" were selected, it could be connect to "D" via expansion of us-380 between the two, or a parallel roadway. Adequate land w/o existing structures exists that supports this proposal.</p> <p>In summary: Preferred alignments: +Alignment "D" (North of existing us-380) +Alignment "B" (South of existing us-380)</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
		4/5/2019	Email	<p>Mr. Endres,</p> <p>I have attached a feedback report regarding alignments Red-D and Red-C based on survey responses collected and provided by affected property owners in the Northeast McKinney area. If we receive a significant number of additional responses over the weekend, I will send an updated document early next week. Please let me know when you have received this email and the attached document.</p> <p>Thank you, JD Eubank</p> <p>(summary attached)</p>	Comment and summary noted.
22	Jeffrey Ritch	3/21/2019	Comment Form	<p>We do not approve of any red new construction for an expressway. In simple words, "no 380 bypass" Traffic on 380 currently need to be fix not a move to create a new road. If a R/W is not approved to 380 can we not have a bi-way/multiple level</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>TxDOT has evaluated elevated and depressed typical sections for portions of the green alignment</p>

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				road. Keep existing business but put a throughway under or over existing 380	and determined that additional right of way would be required. Businesses and homes would be impacted and displaced if TxDOT constructs a freeway along the existing US 380.
23	John Girdzus	3/21/2019	Comment Form	<p>Please include/notify me for your May (?) meeting that will/may reflect TxDot proposed plan for the area that encompasses the current interchanges of Hwy 380 with custer & Stonebridge Drive(s) thank you in advance. John Girdzus ██████████ ██████████ ██ ██</p>	Comment noted. Public meeting notice emailed to Mr. Girdzus. Mr. Girdzus has been added to the mailing list to receive any future updates on this project.
24	Jon Wilson	3/21/2019	Comment Form	<p>As a resident of McKinney for the last 6 years, I've seen McKinney grow in many positive ways. I drive from North McKinney West on US 380 Monday – Friday during rush hour and am aware fo the pressure the growth of my city has caused on this highway. <u>I do not support</u> a bypass of US 380 because I understand the draw the businesses located on US 380 have, will continue to draw the bulk of the traffic to US 380. My second reason for opposing any and all bypass routes is, there is no provision for connection to the Dallas North Tollway, or an extension to Highway 35 E at, or North of, Denton which in my opinion would eliminate a great deal of “pass -thru” or commuter traffic to large business/corporate areas such as Legacy Park. Reason # 3... I didn't purchase my home next to a highway, the residents in the US 380 corridor DID! Please keep McKinney “Unique by Nature.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>A similar feasibility study is being conducted for improvements to US 380 in Denton County; that study may consider connections to the Dallas North Tollway.</p>
25	Jose Monge	3/21/2019	Comment Form	<p>I will prefer to fix 380 on 380, I think businesses can recoup easier when they have to move and it seems to be that there will be less homes affected.</p>	Comment noted.

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26	Karen Thompson	3/29/2019	Comment Form	<p>I live on [REDACTED]. I fully support the improvement of 380 on 380 as that will cause the least destruction of wildlife habitats, farms, neighborhoods, + green spaces while causing the least environmental impact. Traffic moves east + west on 380 to access 75 South + 121, not north to go south. The outer loop is a northern bypass. TxDOT has acknowledged 380 will have to be improved regardless. Our farm will be terribly impacted if the C route east of 75 is built as it will cut off the front of our farm, destroying mature pecan trees, pasture we need for our cattle + hay production, + a hand-dug 1800's well. We cannot afford that loss of farm income. In addition, our farm is a registered pollinator-sustaining property to promote the health the survival of bees, birds, + butterflies vital to crop production. FIX 380 on 380, but if politics outweigh the will of the people as express in the TxDOT surveys, then as a last resort choose the D alignment east of 75. It will destroy fewer farms, homes, + ranches and will protect more usable farmland by keeping the roadway in the 100-year floodplain. Our farm + this area is designated Agriculture Lifestyle in the masterplan. Save it, <u>please</u>!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>All right of way acquisitions would be performed according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. When acquiring right of way, TxDOT compensation is determined based on an independent appraiser and fair market value.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regard to this study. A list of factors evaluated can be found at Drive380.com. It includes things like impacts and displacements to businesses and residences.</p>
27	Karol Monge	Unknown	Comment Form	<p>The new red option is still less than ¼ mile from our home. I still believe fixing 380 on 380 is better option. Do not allow the city lack of planning of known population growth effect residents. Wetlands and parks should not be destroyed. Residents did not buy homes near overpasses and don't want that imposed on us.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
28	Kenneth Wayne Browder	3/21/2019	Comment Form	<p>After a study of the proposed "red route" on the East side of McKinney; I would recommend the chose of the option "C" and NOT "D". It is easy to see that route C would expose fewer homes than route D. I</p>	<p>Comment noted. Red Option C would impact more residential property and displace more homes than Red Option D.</p>

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				believe the count was 11 to 3. By routing on route D, many small farms would be cut down in sizes where the route C would be less invasive.	
29	Kierstin Maiek	3/21/2019	Comment Form	Keep & fix 380 on 380! I am a resident of Pecan Ridge right off of Bloomdale, 75 & 543. We bought our home in a nice and quiet neighborhood NOT on a busy Highway and we would like to keep it that way! Please keep McKinney unique by preserving its parks & land and protect homes that are in the path of this monster bypass. Our neighborhood host Press Elementary and sure does not need the extra traffic. It is a shame that an option to destroy peoples homes and land is even considered.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
30	Kerstin & James Maiek	3/21/2019	Comment Form	As a neighbor and homeowner in Pecan Ridge I am <u>opposed</u> to the 380 bypass. We didn't buy our home on a highway such as 380 and plan to keep it that way. Our quiet neighborhood would be less than ¼ of a mile. The loss of value to our homes would be massive. We should be responsible for the lack of planning on our city's part. The loss of nature in parts of McKinney such as parks, etc., would be a sad loss to the "unique by nature" theme we love. We feel it is not fair to those residents that will loose big parts of their land to this ridiculous option. Keep 380 on 380 and fix that once and for all !	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
31	Leah Griffin	3/21/2019	Comment Form	This option need to be re-thought. Both are ill concerns. They go through a flood plain that floods on a regular basis. There are pipeline that will need to be re-located. It makes an island of a new sub-division off Bloomdale. This whole section needs to come off the 75 where the 5/121 branch of about a 1.5 miles further north. This should connect with the red alignment that is currently being	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Traffic analysis concluded an alignment at Frontier Pkwy or further north did not significantly reduce congestion on US 380.

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				proposed to run on Bloomdale at the bases of Erwin Park. That section should be moved North to Land Howell Pkwy & come across North of Erwin Park.	
32	Lindsey Parija	3/21/2019	Comment Form	Would prefer original 380 Route Keep 380 on 380, according to new route it would be less than a quarter of a mile from our housing community Pecan Ridge.	Comment noted. Red alignment option D is approximately 0.40 miles away from the closest point in the Pecan Ridge neighborhood.
33	Lori English	3/21/2019	Comment Form	In my opinion, any bypass will not give the result you are intending. The traffic on 380 is inner-city traffic and will have no use for the bypass. Do <u>not</u> want to become an island neighborhood. If the red bypass is built, Pecan Ridge will almost be surrounded by major roadway – highways will expand and close us in. I am asking for 380 to be expanded to handle the current <u>and</u> future traffic. Regardless of TXDOT's selection, 380 will still need to be fixed, traffic is only going to increase as the construction continues. As far as Raytheon is concerned – how safe is it for us citizens to be exposed to the “microwave” testing – they have relocated in the past they need to relocate to a less populated area to accurately run their testing. Please make the right decision and don't build a bypass	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green alignments presented were viable when traffic analysis was conducted, and it did show that the red alignment freeway option would attract traffic from the existing US 380.
34	Margaret O'Neal	3/21/2019	Comment Form	Although I hate the idea of ruining a vital wildlife habitat the Red D option is better for us because it is farther away. It will affect friends of ours who have lived on Woodlawn Rd for decades. I have seen otters, ducks, blue heron roosts, deer bobcats & coyotes in the area they are going to destroy. It makes me sad. Fixing 380 on 380 although would affect many more people and businesses. It makes more sense to me to fix an area that already has a lot of traffic.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
35	Matt Falk	3/21/2019	Comment Form	The shape of the bypass does not make sense. It goes so far north you might as well use the outer loop in 2040. I am extremely upset with McKinney. It is time to	Comment noted. Our analysis shows that one freeway option (either the red or the green) should to be constructed to accommodate future projected growth by 2045. Both the red and the green

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				change the slogan to "worst than Plano". This will do nothing to ease traffic on 380 in 2040 !!	alignments presented were viable when traffic analysis was conducted, and it did show that the red alignment freeway option would attract traffic from the existing US 380.
36	Matt Swilling	3/21/2019	Comment Form	Fix 380 on 380	Comment noted.
37	Michael Swim	4/2/2019	Comment Form	My wife Lori and our six children have been McKinney residents for 71 years. We moved to our current location in 2010 to further our equestrian efforts and get away from the city. The current RED Alignment "C" directly bisects all three properties we own including 3 barns, a 2400 sq ft mtqt home and new custom home – all current market value ~\$2.2 million. This route also disrupts usable farmland all along the route. While we certainly prefer no bypass and the brilliant of 380 on 380, option "D" makes more sense. Coupled with option "B" green it costs less, has significantly fewer residential impacts, about the same number of business impacts, the same environmental impact, and satisfies all four primary goals 100% (regional mobility, travel demand, safety, economic growth) if not 380 on 380, clearly option D+B are the best. Thank you...	Comment noted.
38	Misti Greer	3/21/2019	Comment Form	Keep 380 on 380!	Comment noted.
39	Monica Robinson	3/21/2019	Comment Form	As a resident of the Town of Fairview, I am very concerned with the proposed Option A/Red alignment (eastern alignment option) of the Spur 399 extension: -Route passes through numerous farms and wetland areas -fails to make use of any existing roadways, placing a highway near residential uses and	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

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				<p>other incompatible uses where residents/homeowners never contemplated a major highway location.</p> <p>The Option A/Red alignment also entirely bypasses a heavily commercial/industrial district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B/Blue/Yellow route include:</p> <ul style="list-style-type: none"> - Simpson Strong Tie - Blue Mountain Equipment - Waste Connections of Texas -A massive aluminum/wire manufacturing facility - Fire station - McKinney Airport's hangers and terminal area <p>Option B/Blue/Yellow is located one mile east of downtown McKinney, whereas Option A/Red is nearly three miles from McKinney.</p> <p>Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399</p>	
40	No Name	3/21/2019	Comment Form	<p>As a resident of the Town of Fairview, I am very concerned with the proposed Option A/Red alignment (eastern alignment option) of the Spur 399 extension:</p> <ul style="list-style-type: none"> -Route passes through numerous farms and wetland areas -fails to make use of any existing roadways, placing a highway near residential uses and other incompatible uses where residents/homeowners never contemplated a major highway location. <p>The Option A/Red alignment also entirely bypasses a heavily commercial/industrial</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

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				<p>district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B/Blue/Yellow route include:</p> <ul style="list-style-type: none"> - Simpson Strong Tie - Blue Mountain Equipment - Waste Connections of Texas - A massive aluminum/wire manufacturing facility - Fire station - McKinney Airport's hangers and terminal area <p>Option B/Blue/Yellow is located one mile east of downtown McKinney, whereas Option A/Red is nearly three miles from McKinney.</p> <p>Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399</p>	
41	Patrice Wheeler	3/21/2019	Comment Form	<p>Option D is the preferred Route for me.</p> <p>I do <u>NOT</u> support option C in any way.</p>	Comment noted.
42	Patricia Doyle	3/21/2019	Comment Form	<p>Routes C & D</p> <p>C on FM 2933 will certainly take the traffic off 380 earlier than Route D – however the same elevated structures that has been recently built South of the airport would work on Route D – All Flood Plain.</p> <p>No easy answers except than if nothing is done we will be in gridlock on 380 -</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
43	Patty Feldman	4/1/2019	Email	<p>Highway 380 is a death trap with all the semi trucks and cement trucks in that road. They and many cars drive ridiculously fast. I'm always put in situations where I fear getting rear ended.</p>	<p>Comment noted. Any future improvements will be designed to current design standards to enhance safety.</p> <p>In most segments, the proposed freeway (red or green) would generally consist of 8 freeway lanes (4 in each direction), and 2 lane continuous frontage roads running parallel to each side of the freeway.</p>

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Please build a safe bypass north of the current 380! Also, put more traffic lights and lower the speed limit on current 380.</p> <p>There are so many more businesses there now that bring many more people to use 380, who didn't even use that highway previously.</p> <p>I am in McKinney, just south of 380 off Hardin Rd and I rarely used 380 in the past. Now I am up there almost daily to get to Kroger, Costco and the restaurants.</p> <p>If the building of the new highway farther north started tomorrow, it would still be obsolete. Build it farther north, build it big and build it right.</p> <p>The current situation on 380 is insanely dangerous.</p>	<p>With traffic only traveling in one direction, there are fewer potential points of conflict. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads, greatly reducing the risk of collision.</p>
44	Rachana Patel	4/2/2019	Comment Form	<p>My name is Rachana Patel and I reside at [REDACTED]. I am writing in regards to keeping 380 on 380. While I am for improvement of 380 due to growth of McKinney as well as surrounding areas, I am very concerned about the impact a bypass will have on and around my property. It will not only elevate noise pollution that will be few feet from my residence but my farm will be affected as my cattle will loose half of grazing land, organic farm will be affected with car pollution and importantly bee hives as well as migrating birds will have a horrible affect. If and only <u>IF</u> needed, I support Red Route option D to build over the flood plane to have the least impact on farmers, ranchers and homesteads.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p>

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
45	Rebecca Lynn Easterwood	3/29/2019	Comment Form	<ol style="list-style-type: none"> 1) Traffic runs east-west to go south on 75+131-50 why have a northern pass at all? 2) The outer loop IS a northern bypass 3) TxDOT has acknowledged that 380 must be improved whether or not a bypass is built. 4) The decision on routes seems to be what protects Tucker Hill + Stonebridge rather than following wishes of majority residents 5) If a bypass is going to be built east of 75+go down to meet 380- then Red Route Option "D" is least destructive to homes farms ranches & usable farmland. Keeping the roadway in the 100 year floodplain. 	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and all other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>Public input is one of the many factors that goes into TxDOT's decision-making process in regard to this study. A list of factors evaluated can be found at Drive380.com. It includes things like impacts and displacements to businesses and residences.</p>
46	Rick Eubank	3/21/2019	Comment Form	I Prefer the "D" alignment vs. "C". "C" would run thru my house & therefore would make my property uninhabitable. I value my house at \$500k and the rest of my property that would be taken at least double that.	Comment noted.
47	Simon Keizer	4/11/20/19	Email	<p>Good afternoon Stephen,</p> <p>As a land developer in the greater McKinney area, I am apprised to the fiscal and relational responsibility when it comes to not only considering acquisition, but the neighbors on all sides of you, and the general effect on the community.</p> <p>With that in mind, I am writing to you as a concerned individual who has a student athlete that plays at Fairview Soccer Park, that would be directly effected, depending on whether the state decides to align 380 with Plan A or Plan B.</p> <p>I would like to be a voice of reason for the Plan B option.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Here are some reasons I believe to lean on Plan B below:</p> <p>Option B alignment (western alignment option) is a much better alternative due to:</p> <ul style="list-style-type: none"> - Utilizes existing roadbed of Airport Road, which has a wide median and can accommodate six lanes - Passes through an industrial area - Requires far less land acquisition - Is a shorter route with less construction time and costs <p>When you look at the Option A alignment, taking the Eastern Route, here is why I believe that would be a poor decision:</p> <p>Option A alignment (eastern alignment option) of the Spur 399 extension is not ideal due to:</p> <ul style="list-style-type: none"> - Passes through numerous farms and wetland areas - Passes by parks (Heard Museum) and community facilities (bisects Fairview Soccer Park) - Fails to make use of any existing roadways (Airport Road/Harry McKillop Boulevard) - Requires extensive land acquisition - Is considerably longer and therefore more costly than Option B <p>While I am a proponent of land acquisition that makes sense economically and with</p>	

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>regard to connecting roadways, I also believe wisdom must ensue to find the best decision on both communal and roadway economics.</p> <p>On a personal note, it would have an incredibly negative impact on a wide-reaching and impactful soccer club in the region. Growing up in England, like it or not, they would never take a roadway through an existing soccer facility, they would just wind the motorway another way, because of the importance of the sport for the entire country and all the families that are affected.</p> <p>I appreciate your consideration and time on this matter, and that you would feel the freedom to reach out to me with a response or with any questions you might have at this time.</p> <p>Kind Regards,</p> <p>Simon Keizer IC Group, LP [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	
48	Sourav Parija	3/21/2019	Comment Form	Keep 380 on 380. This would be less than a quarter mile away from my home in pecan ridge	Comment noted. Red alignment option D is approximately 0.40 miles away from the closest point in the Pecan Ridge neighborhood.
49	Steph Poxler	3/21/2019	Comment Form	If any red option is chosen Red D seems to make more sense in that it aligns w/airport road, impacts few property owners & combined w/option B is a cheaper alternative. The D & B options meet circle criteria 100%	Comment noted.

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
50	Steve Goodman	3/21/2019	Comment Form	The Public you need 11x17 Handouts to take home – to look at. Very poor presentation Steve Goodman [REDACTED] call me !!	Comment noted. All meeting materials are posted on www.Drive380.com . Stephen Endres called Mr. Goodman in response to this request and to discuss his concerns regarding the meeting handouts.
51	Steve O'Neill Cameron Mills Steve Kirby	unknown	Email	<p>The Board of Directors of the Heatherwood Homeowners Association, on behalf of over 1,700 HOA members living in the City of McKinney and in agreement with the Prosper ISD and the majority of voters who took the TXDOT survey, hereby officially make a Statement of Resolution in opposition to any and all U.S. Highway 380 bypass alignments.</p> <p>The HOA's opposition is founded upon the fact that our homeowners made a conscious decision to purchase their homes away from the headache that is now U.S. Highway 380. We believe the proposed bypass on the north side of our subdivision will be detrimental to our property values, create significant noise and congestion problems and poses a significant safety risk to the families that call Heatherwood home.</p> <p>We agree with the outcome of the Perryman Economic study that fixing 380 is the best option long-term economic health of the County and the City of McKinney.</p> <p>As a duly elected representative, we ask that you oppose any and all U.S. 380 bypass alignments. Rest assured that each and every one of our member's voices will be heard at the ballot box.</p> <p>Thank you for your support and service.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not identify or develop alignments or analyze economic effects of new location alignments.</p>

Comment number	Commenter Name	Date Received	Source	Comment Topic	Response
52	Tom Potter	3/21/2019	Comment Form	<p>Not a fan of any red east of McKinney ... But – if red thru McKinney then Red “D” is a better choice than c.</p> <p>No brainer, if Red @ McKinney then D !</p> <p>As a property owner near Princeton... can't pass up a chance to support the Green Route thru Princeton!</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
53	Valinda Bruce	3/21/2019	Comment Form	<p>I would still prefer to enlarge/widen/change 380 itself in order to more quickly provide the direct traffic relief needed through Collin County. If a bypass has to be the only option, I would definitely choose & prefer the route that goes all the way through the flood plane. This option would affect fewer home & property owners & use land that cannot be built on anyway. This would be the new option “D” route.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
54	William Petefish	3/21/2019	Comment Form	<p>Items of concern: Flood plain increasing Pipeline depth along “D” alignment Cost vs Benefit for proposed construction Green alignment is better</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.



Section B. Notices

Section	Document
B1	Notice
B2	Venue Map
B3	Mailing Lists



B1 Notice



US 380 Collin County Feasibility Study

MEETING OF AFFECTED PROPERTY OWNERS (MAPO)

Proposed Improvements to US 380 from Denton County Line to Hunt County Line Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

TxDOT will conduct a **Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in the northeast McKinney area.** You are receiving this notice because your property is located within 1,000 feet of a new alignment segment.

This MAPO is part of the TxDOT feasibility study for improvements to US 380 through Collin County. The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. The meeting date, time, and location is listed below.

**Thursday, March 21, 2019
6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building
2100 Bloomdale Road
McKinney, TX 75071**

Study data and maps showing the new alignment segment under consideration will be available for viewing at the MAPO. Written comments from the public are requested and will be accepted for a period of 15 calendar days following the meeting. Written comments may be submitted either in person at the public meeting or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, April 5, 2019 to be included in the documentation of the MAPO.**

The MAPO will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the MAPO. TxDOT will make every reasonable effort to accommodate these needs. If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4469 or by email at Stephen.Endres@txdot.gov.

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 December 16, 2014, and executed by FHWA and TxDOT.

Contact information: TxDOT, Stephen Endres, P.E., Stephen.Endres@txdot.gov, (214) 320-4469

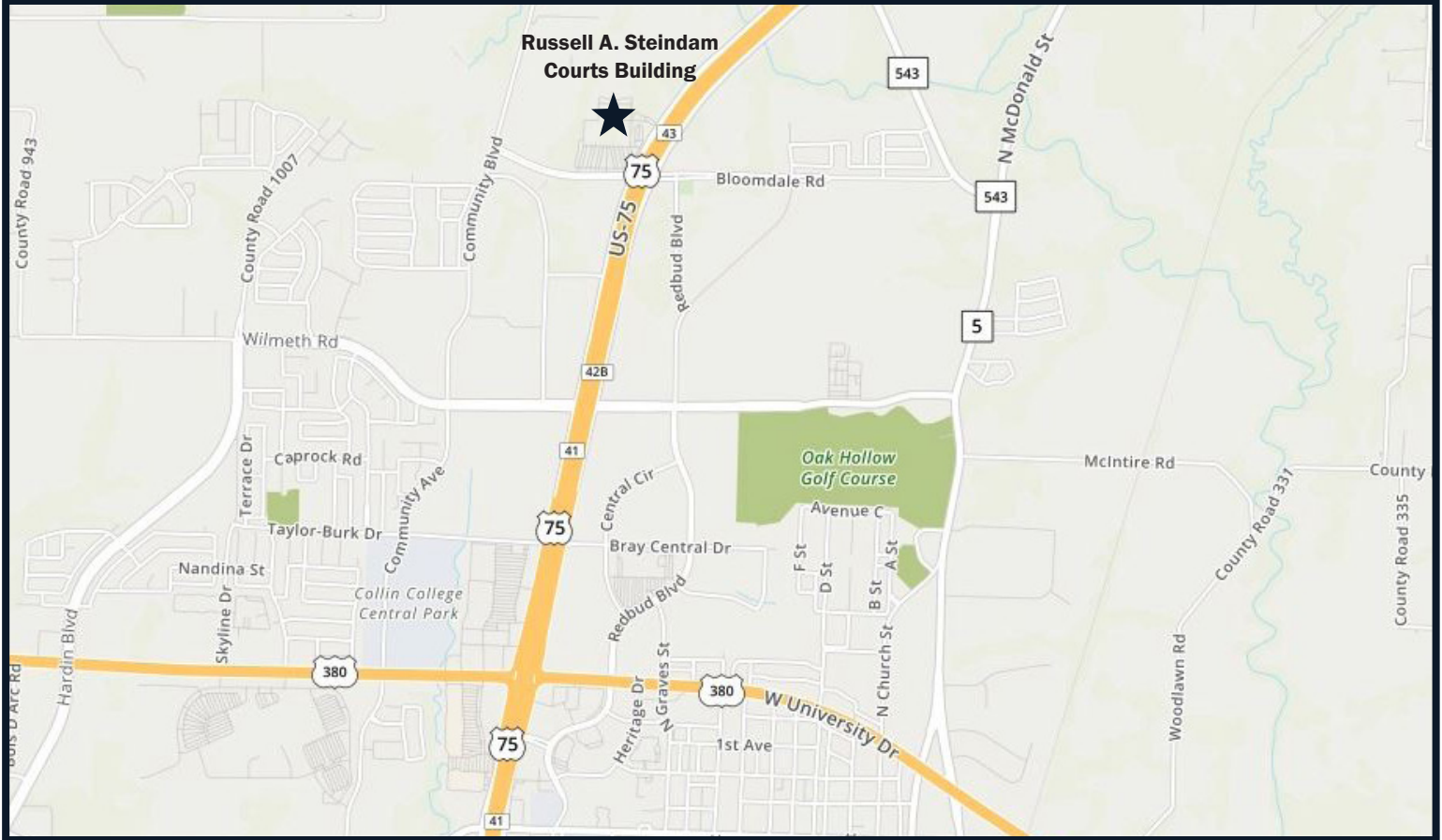


B2 Venue Map

US 380 Collin County Feasibility Study

MEETING OF AFFECTED PROPERTY OWNERS (MAPO)

MEETING LOCATION



★ Russell A. Steindam Courts Building

Jury Room

Thursday, March 21, 2019

6:00 p.m. - 8:00 p.m.

2100 Bloomdale Road, McKinney, TX 75071

From the East

- Turn right from E University onto N McDonald Street
- Turn left onto Laud Howell Parkway
- Turn left onto Bloomdale Road
- Follow the road to the right
- Courthouse will be just ahead

From the South

- Take US - 75 N from McKinney
- Take Exit 42B onto Bloomdale Road
- Use 2nd from the left lane to turn left
- Courthouse will be on the right



B3 Mailing Lists

US 380 Feasibility Study
Property Owner /Resident MAPO Mailing list
March 4, 2019

Property ID	Title	Name (Owner and Resident)	address	city	state	zip
13246	Property Owner or Resident	LACORE AGRICULTURE LLC				
459685	Property Owner or Resident	BEAUCHAMP STEPHEN S				
461547	Property Owner or Resident	LACORE AGRICULTURE LLC				
520476	Property Owner or Resident	EUBANK RICHARD H & SHERRI L				
520485	Property Owner or Resident	RODDEY ELIN C				
520494	Property Owner or Resident	RODDEY ELIN C				
520500	Property Owner or Resident	EUBANK RICHARD H & SHERRI L				
520519	Property Owner or Resident	LACORE AGRICULTURE LLC				
1052292	Property Owner or Resident	EQUITY TRUST COMPANY				
1052407	Property Owner or Resident	LACORE AGRICULTURE LLC				
1053031	Property Owner or Resident	SLOAN CREEK LTD & PLF LTD				
1053059	Property Owner or Resident	SLOAN CREEK LTD & PLF LTD				
1053077	Property Owner or Resident	LACORE AGRICULTURE LLC				
1053086	Property Owner or Resident	SCHAEFFER GEORGE M				
1053095	Property Owner or Resident	SCHAEFFER GEORGE M				
1059623	Property Owner or Resident	BEAUCHAMP BEVERLY				
1060014	Property Owner or Resident	SAULS FAMILY LTD				
1060434	Property Owner or Resident	ALLEN COMMERCE CENTER LP				
1060513	Property Owner or Resident	LACORE AGRICULTURE LLC				
1060522	Property Owner or Resident	EDWARDS STACY L & LINDA JAMES				
1060746	Property Owner or Resident	SEABOLT BRENDA & JAMES R				
1060755	Property Owner or Resident	MUELLER JENS				
1060782	Property Owner or Resident	BECKHAM JIM PROPERTIES LTD				
1060791	Property Owner or Resident	BECKHAM JIM PROPERTIES LTD				
1060835	Property Owner or Resident	MCLAUGHLIN GAIL LIVING TRUST				
1060853	Property Owner or Resident	BRADING LIVING TRUST				
1060924	Property Owner or Resident	COWART MILTON & VANESSA				
1064001	Property Owner or Resident	SLATTERY DOUGLAS & ANNA LEDUC-SLATTERY				
1064010	Property Owner or Resident	KRIECHBAUM VICTOR M & MONIKA				
1064029	Property Owner or Resident	BRIGHT ANDREW &				
1064074	Property Owner or Resident	MCKEE LIVING TRUST				
1064396	Property Owner or Resident	SAULS FAMILY LTD				
1064403	Property Owner or Resident	THOMPSON DIXIE M (ELSIE) ESTATE OF				
1064412	Property Owner or Resident	BECKHAM JIM PROPERTIES LTD				
1064421	Property Owner or Resident	RENFRO LINDA & NANCY BAKER ETAL				
1064430	Property Owner or Resident	RENFRO LINDA & NANCY BAKER ETAL				
1064449	Property Owner or Resident	RENFRO LINDA & NANCY BAKER ETAL				
1064537	Property Owner or Resident	OWEN MIKE &				
1514828	Property Owner or Resident	COWART MILTON & VANESSA				
1751633	Property Owner or Resident	ESCAMILLA PATRICIA ANNETTE				
1890225	Property Owner or Resident	STERLING TRUST COMPANY CUSTODIAN FBO				
1905004	Property Owner or Resident	EUBANK RICHARD H & SHERRI L				
1965742	Property Owner or Resident	LANEY KIRK				
1967206	Property Owner or Resident	CANO ROSALVA &				
1997961	Property Owner or Resident	EDWARDS STACY L & LINDA JAMES				
2056451	Property Owner or Resident	COLLINS BRYAN				
2078422	Property Owner or Resident	EQUITY TRUST COMPANY				
2120791	Property Owner or Resident	COLLINS KENNETH BRYAN				
2127018	Property Owner or Resident	DALLAS AREA RAPID TRANSIT				
2590594	Property Owner or Resident	MUELLER JENS				
2614776	Property Owner or Resident	CARAWAY STEVE L				
2638438	Property Owner or Resident	FOWLER DAVIS WAYNE				
2638444	Property Owner or Resident	CARAWAY STEVE				
2650257	Property Owner or Resident	JBA LITTLE FARM LLC				
2650269	Property Owner or Resident	JBG LITTLE FARM LLC				
2656447	Property Owner or Resident	TYG LEASING LP				
2656448	Property Owner or Resident	SLOAN CREEK LTD & PLF LTD				
2666387	Property Owner or Resident	MONTES ALEJANDRA				
2671475	Property Owner or Resident	GLENN STEFEN DARBY &				
2671480	Property Owner or Resident	YOUNGBLOOD GRANTSIE ANN				
2671481	Property Owner or Resident	YOUNGBLOOD GRANTSIE ANN				
2678246	Property Owner or Resident	MCKEE LIVING TRUST				

2693634	Property Owner or Resident	KING EDWIN V JR
2703706	Property Owner or Resident	TEAGUE CHAD M & AMY M
2756819	Property Owner or Resident	MUELLER JENS
2765554	Property Owner or Resident	ALLEN COMMERCE CENTER LP
2765555	Property Owner or Resident	ALLEN COMMERCE CENTER LP
2770330	Property Owner or Resident	BRIGHT ANDREW &
13246	Property Owner or Resident	LACORE AGRICULTURE LLC
461547	Property Owner or Resident	LACORE AGRICULTURE LLC
1053031	Property Owner or Resident	SLOAN CREEK LTD & PLF LTD
1059623	Property Owner or Resident	BEAUCHAMP BEVERLY
1060014	Property Owner or Resident	SAULS FAMILY LTD
1060746	Property Owner or Resident	SEABOLT BRENDA & JAMES R
1060755	Property Owner or Resident	MUELLER JENS
1060835	Property Owner or Resident	MCLAUGHLIN GAIL LIVING TRUST
1064001	Property Owner or Resident	SLATTERY DOUGLAS & ANNA LEDUC-SLATTERY
1064010	Property Owner or Resident	KRIECHBAUM VICTOR M & MONIKA
1064029	Property Owner or Resident	BRIGHT ANDREW &
1064074	Property Owner or Resident	MCKEE LIVING TRUST
1514828	Property Owner or Resident	COWART MILTON & VANESSA
1751633	Property Owner or Resident	ESCAMILLA PATRICIA ANNETTE
1905004	Property Owner or Resident	EUBANK RICHARD H & SHERRI L
1965742	Property Owner or Resident	LANEY KIRK
1967206	Property Owner or Resident	CANO ROSALVA &
2120791	Property Owner or Resident	COLLINS KENNETH BRYAN
2638438	Property Owner or Resident	FOWLER DAVIS WAYNE
2638444	Property Owner or Resident	CARAWAY STEVE
2650269	Property Owner or Resident	JBG LITTLE FARM LLC
2656447	Property Owner or Resident	TYG LEASING LP
2666387	Property Owner or Resident	MONTES ALEJANDRA
2671475	Property Owner or Resident	GLENN STEFEN DARBY &
2671480	Property Owner or Resident	YOUNGBLOOD GRANTSIE ANN
2678246	Property Owner or Resident	MCKEE LIVING TRUST
2693634	Property Owner or Resident	KING EDWIN V JR
2703706	Property Owner or Resident	TEAGUE CHAD M & AMY M
2770330	Property Owner or Resident	BRIGHT ANDREW &

**US 380 Feasibility Study Elected Official and Agency List
MAPO Meeting - February 27, 2019**

Organization	Title	First Name	Last Name	Address 1	City	State	Zip	Phone	Email
City of McKinney	Mayor	George	Fuller						
City of McKinney	City Manager	Paul	Grimes						
City of McKinney	Deputy City Manager	Jose	Madrigal						
City of McKinney	City Secretary								
City of McKinney	Council Member - District 1	La'Shadi	Shemwell						
City of McKinney	Mayor Pro Tem - District 2	Rainey	Rogers						
City of McKinney	Council Member - District 3	Scott	Elliott						
City of McKinney	Council Member - District 4	Chuck	Branch						
City of McKinney	Council Member - At Large	Tracy	Rath						
City of McKinney	Council Member - At Large	Charlie	Philips						
City of McKinney	Director of Engineering	Gary	Graham						
City of McKinney	Planning Manager	Aaron	Bloxham						
City of McKinney	CIP Manager	Nick	Ataie						
City of McKinney	Executive Director of Development Services	Michael	Quint						
City of McKinney	Transportation Engineering Manager	Matthew	Tilke						
City of McKinney	President, Community Development Corp 4B	Cindy	Schneible						
City of McKinney	Executive Vice President, EDC	Abby	Liu						
Collin County	Collin County Judge	Chris	Hill						
Collin County	Collin County Judge's Assistant	Teresa	Mercer						
Collin County	Collin County Commissioner - Precinct 1	Susan	Fletcher						
Collin County	CC Commissioner Fletcher's Assistant	Hilari	Monk						
Collin County	Collin County Commissioner - Precinct 2	Cheryl	Williams						
Collin County	CC Commissioner Williams' Assistant	Hilari	Monk						
Collin County	Collin County Commissioner - Precinct 3	Darrell	Hale						
Collin County	CC Commissioner Hales' Assistant	Hilari	Monk						
Collin County	Collin County Commissioner - Precinct 4	Duncan	Webb						
Collin County	CC Commissioner Webb's Assistant	Georgia	Shepherd						
Collin County	Director of Engineering	Clarence	Daugherty						
Collin County	Assistant Director of Engineering	Tracy	Homfeld						
NCTCOG	Director of Transportation	Michael	Morris						
NCTCOG	Senior Program Manager	Dan	Lamers						
NCTCOG	Principal Transportation Planner	Berrien	Barks						
NCTCOG	Program Manager	Jeffrey	Neal						
Texas State House of Representatives	District 70	Scott	Sanford						
Texas State House of Representatives	District 89	Candy	Noble						
Texas State Senate	District 8	Angela	Paxton						
Texas State Senate	District 30	Pat	Fallon						



Section C. Sign-in Sheets

Section	Document
C1	Sign-In Sheets General Public, Elected Officials, Staff and Consultant



C1 Meeting Sign-In Sheets



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 21, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	ADDRESS
Edwin V. King	
James Peterson	
Valerice Dyer	
Patricia Doyle	
Valinda Bruce	
David Bruce	
William Peter SL	
Steve Williams	
Kay Clifton	
Don Blackwood	
JACK & SUZY SUMRALL	
LYNN SPERRY	
Marc Kammer	
Steve & Judy Furlong	
Thacy Hensfeld	
JOHN GILBERTUS	
MICHAEL SPOTTA	
Cassidy Rutter	
LEAH GRIFFIN	
Leri Swain	
Don Dougherty	
Don Wilson	



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 21, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	ADDRESS
DAVID RENO	
Tim Karamas	
RON TOLSON	
KAROL MONGE	
Willene Peterson	
STEPH RALKE	
Indy Glynz	
DAVID THOMPSON	
Nile Day	
STEVE COVIN	
Lori English	
Patrice Wheeler	
Kerstin Marek	
Stephanie Falk	
Matt Falk	
Brendon Wheeler	
BEN SILVER	
Chad Teague	
Jim Winters	
Pat. Page Gully	
Cristina Voda	
Connie Oberle	
Scott Oberle	
Tom Hamilton	



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 21, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 013505-026

NAME	ADDRESS
Tim Loh	
David Heston	
Michael Kay	
Michael Buss	
Lindsey Parija	
Souvar Parija	
Debbie Robinson	
TOM POTTER	
DALLAS MORNING NEWS	
Mrs. Heimlich	
Barbara Glazer	
Tim Anders	
Tamela D. Son	
Kerri Panchuk (media)	
Gordon & Margaret O'Neal	
Tara Wright	
Amy Teague	
Cindy Schenck	
David Hamell	
Edie Hamell	
Monson	



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 21, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	ADDRESS
Stephanie Weyenberg	
Chris Schmitt	
Henry Billingsley	
Harold H.S.	
Bryan Wilson	
Cathy Peterson	
Kirk Eubank	
Tom Johnson	
Michael Johnson	
Wesley J. Salts	
Dutch Hargrave	
Sam Franklin	
Benjamin Watson	
GAIL WONG	
JAMES BERGIN	
Betty Petkovsek	



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 21, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	ADDRESS
FRED COSTA	
ERIC JESKE	
JANET ANDERS	
MIKE SWIM	
HEATHER FERGUSON	
TODD STROUSE	
KRISTEN AUSTIN	
STEVE LOACHMAN	
KERTIS FAULKNER	
SHAM AUSTIN	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

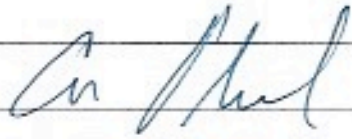

Meeting of Affected Property Owners: March 21, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

Name and Public Office	Signature
The Honorable George Fuller Mayor - City of McKinney	
Paul Grimes City Manager - City of McKinney	
Jose Madrigal Deputy City Manager - City of McKinney	
The Honorable La'Shadi Shemwell Council Member District 1 - City of McKinney	
The Honorable Rainey Rogers Mayor Pro Tem District 2 - City of McKinney	
The Honorable Scott Elliott Council Member District 3 - City of McKinney	
The Honorable Chuck Branch Council Member District 4 - City of McKinney	
The Honorable Tracy Rath Council Member At Large - City of McKinney	
The Honorable Charlie Phillips Council Member At Large - City of McKinney	
Gary Graham Director of Engineering - City of McKinney	
Aaron Bloxham Planning Manager - City of McKinney	
Nick Ataie CIP Manager - City of McKinney	
Michael Quint Exec. Director of Development Services - City of McKinney	
Matthew Tilke Transportation Engineering Manager - City of McKinney	
Cindy Schneible President, Community Development Corp 4B - City of McKinney	
Abby Liu Executive Vice President, EDC - City of McKinney	
The Honorable Chris Hill Judge - Collin County	
Teresa Mercer Judge's Assistant - Collin County	
The Honorable Susan Fletcher Commissioner Precinct 1 - Collin County	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Meeting of Affected Property Owners: March 21, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

Name and Public Office	Signature
The Honorable Cheryl Williams Commissioner Precinct 2 - Collin County	
The Honorable Darrell Hale Commissioner Precinct 3 - Collin County	<i>Darrell Hale</i>
The Honorable Duncan Webb Commissioner Precinct 4 - Collin County	
Hilari Webb Commissioner Assistant Districts 1, 2, & 3 - Collin County	
Georgia Shepard Commissioner Assistant District 4 - Collin County	
Clarence Daughterty Director of Engineering - Collin County	
Tracy Hornfield Assistant Director of Engineering - Collin County	
Michael Morris Director of Transportation - NCTCOG	
Dan Lamers Senior Program Manager - NCTCOG	
Berrien Barks Principal Transportation Planner - NCTCOG	
Jeffrey Neal Program Manager - NCTCOG	
The Honorable Scott Sanford Texas State House of Representatives - District 70	
The Honorable Candy Noble Texas State House of Representatives - District 89	
The Honorable Angela Paxton Texas State Senate - District 8	
The Honorable Pat Fallon Texas State Senate - District 30	



TxDOT AND CONSULTANT SIGN-IN SHEET
Meeting of Affected Property Owner: March 21, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	ORGANIZATION
Chelsy Smith	Burns & McDonnell
Kristen Harper	BMCD
Stephen Endres	TxDOT
Leah Deelman	TxDOT
Mike Morris	TxDOT
Wendy Davis	TxDOT
Souvik Raha	TxDOT
Sandra Williams	TxDOT
Michelle Raglan	TxDOT & ID
Dan Ferbe	TxDOT - DPL - APD
Cecilia Clements	TxDOT
Elliot Wierzbella	Single Wing Creative
Emily Elmore	"
Brenan Honey	TxDOT
Brandon Cuellar	TxDOT
Tony Kimney	Burns & McDonnell
JEFF NEAL	NRTCOG
EVER Ibarre	RJRA
MYRIK JOHNS COSTAS	RJRA



Section D. Comments Received

Section	Document
D1	Comment Forms, Emails, and Letters Received



D1 Comment Forms, Emails, and Letters Received



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

NO TO "C", YES TO "D" on east side of Northern
380 bypass.

Thank you for reconsidering the proposed options for
the 380 bypass. Option "C" goes right in front of our property,
and would take 2-3 acres of our hay field. We only have
7 acres for hay production and losing that much property
to a bypass would definitely hinder our agricultural way
of life. The "D" option is through the flood plain, and
from an agricultural perspective, it is a much better option.
Why lose land that is currently in use as well as
multiple dwellings (11 homes lost in option C, only 2 in
option D)? We firmly prefer option D.

Sincerely, Amber Block

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME: AMBER BLOCK

ADDRESS: [REDACTED]

CITY: [REDACTED]

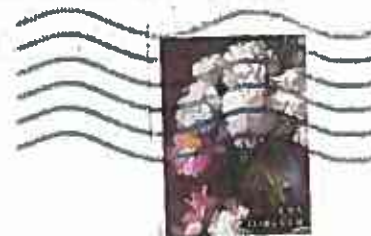
To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here

Amber Block

NORTH TEXAS TX P&DC
DALLAS TX 750
25 MAR 2019 PM 11 L



RECEIVED TXDOT - DAL
MAR 27 2019
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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As a resident of the Town of Fairview, I am very concerned with the proposed Option A/Red alignment (eastern alignment option) of the Spur 399 extension:

- Route passes through numerous farms and wetland areas
- Fails to make use of any existing roadways, placing a highway near residential uses and other incompatible uses where residents/homeowners never contemplated a major highway location.

The Option A/Red alignment also entirely bypasses a heavily commercial/industrial district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B/Blue/Yellow route include:

- Simpson Strong Tie
- Blue Mountain Equipment
- Waste Connections of Texas
- A massive aluminum/wire manufacturing facility
- Fire station
- McKinney Airport's hangers and terminal area

Option B/Blue/Yellow is located one mile east of downtown McKinney, whereas Option A/Red is nearly three miles from McKinney.

Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: ANDRÉ SCHUSTER

ADDRESS:

CITY:

Delgado, Natali

From: Andre Schuster <[REDACTED]>
Sent: Friday, April 5, 2019 12:10 PM
To: Stephen Endres
Subject: Spur 399 Alignment Comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Mr. Endres,

I would like to offer the following comments regarding proposed options for the Spur 399 alignment:

As a resident of the Town of Fairview, I am very concerned with the proposed Option A alignment (eastern alignment option) of the Spur 399 extension:

- Route passes through numerous farms and wetland areas
- Fails to make use of any existing roadways, placing a highway near residential uses and other incompatible uses where residents/homeowners never contemplated a major highway location.

The Option A alignment also entirely bypasses a heavily commercial/industrial district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B route include:

- Simpson Strong Tie
- Blue Mountain Equipment
- Waste Connections of Texas
- A massive aluminum/wire manufacturing facility
- Fire station
- McKinney Airport's hangers and terminal area

Option B is located one mile east of downtown McKinney, whereas Option A is nearly three miles from McKinney and will largely overlap with the future highway at Lake Lavon.

Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399.

Thank you for your consideration,
Andre Schuster
[REDACTED]



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Collin County, Texas

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Please Print

My Home At 5425 GROVE COVE IS 70 FEET FROM THE
New BYPASS! - I AM CONCERNED ABOUT THE NOISE
THAT WILL BRING AS WELL AS ACCESS TO SCHOOLS
IN PROGRESS. THE SURVEYS HAVE BEEN OVERWHELMING
IN FAVOR OF FIXING 380 ON 380 AND I FEEL
THAT TxDOT IS NOT LISTENING TO THE RESIDENTIAL
CONCERNS

I WOULD LOVE TO HAVE STEPHEN EUBENS VISIT
ME TO DISCUSS THE BYPASS BY HEATHER WOOD!!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME: BEN SILVER

ADDRESS:

CITY:

No to Red Route option C
Yes to Red Route option D



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Please Print

My name is Bhargav Patel. I have been living in McKinney for past 22 years and have seen population of McKinney grow exponential. Although I truly believe in improvement of 380, I genuinely believe in keeping 380 on 380. IF and only IF a bypass is considered, I support Red option C. Creating a bypass will have a horrible impact on current businesses as proven by businesses on 121, which were impacted by SRT 121. Secondly, a bypass anywhere but on a current flood plane (100 year) will keep farms and ranches running and providing necessary home grown products within McKinney. My property as well as surrounding properties will have a tremendous negative impact if a bypass arrives few feet from us. From disturbing migrating birds, bee hives, pecan trees and native species to creating a concrete jungle instead of keeping green space.

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NAME: Bhargav Patel

ADDRESS:

CITY:

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

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Bhargav Patel

NORTH TEXAS TX P&DC
DALLAS TX 750
25 MAR 2019 PM 7 L



RECEIVED TXDOT - DAL
APR - 2 2019
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399





**MEETING OF AFFECTED PROPERTY OWNERS
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Please Print

I think you have come up with a better plan.
"Red D to Green B" is better than the original option

I like this!

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NAME: CAROL KING

ADDRESS:

CITY:

Smith, Chelsey

From: D Cox [REDACTED]
Sent: Thursday, April 11, 2019 2:34 PM
To: Stephen Endres
Subject: SR 380 expansion

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sir,

regarding SR 380, I want to voice my support for Option B and against Option A.

Option B alignment (western alignment option) is a much better alternative due to:

- Utilizes existing roadbed of Airport Road, which has a wide median and can accommodate six lanes
- Passes through an industrial area
- Requires far less land acquisition
- Is a shorter route with less construction time and costs

Thank you,
Danielle Cox
[REDACTED]

Smith, Chelsey

From: Daniel Wells [REDACTED]
Sent: Thursday, April 11, 2019 11:25 PM
To: Stephen Endres
Subject: Spur 399 from SR380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres

I and many of us in Collin County would like to see option B for this roadway. The shorter route through industrial areas using existing roadway makes better sense and keeps planning looking as if someone is paying attention to the growth of our area.

Daniel Wells, Lucas, Tx.



MEETING OF AFFECTED PROPERTY OWNERS

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Please Print

Stephen,

Thank you for visiting with me tonight! Option D is the preferred route for me! I do not support option C in any way! My property would be totally taken if C were to be adopted.
or made unusable

* 1st choice would be fix 380 on 380!

My property is located at:

(top of the curve of option C)

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: DAVID BRUCE

ADDRESS: [REDACTED]

CITY: [REDACTED]



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Please Print

Please be aware that "Green Option A" goes through Cornerstone Ranch. We are a home and day program for adults with special needs. We have not yet decided if we will invite the media to help protect our sweet young ladies with Down syndrome.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: David Heaton

ADDRESS:

CITY:



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Please Print

- RED OPTION D WOULD AFFECT US. WE HAVE PROPERTY ON
WOODLAWN RD. IT IS EMPTY, FLOOD-PLAIN, SO THE IMPACT
WOULD BE MINIMAL OTHER THAN THE MONETARY ISSUE.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: DAVID RENNEN

ADDRESS:

CITY:



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Please Print

"D" does not affect my property at all, "C" cuts my property in half.
I understand we need the roads and due to the population growth
coming our way, we want the roads sooner rather than later.
I really am flexible with either direction - if I can
help in any way please feel free to give me a call.
Cell # [REDACTED]

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Dr. Steve M. Williams

ADDRESS: [REDACTED]

CITY: [REDACTED]



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Please Print

My Name is Edwin King. I live at
2601 WOODLAWN ROAD, McAllen, TX.

Red Route D would impact my property
and I am opposed to it. Red Route C is
substantially cheaper, will affect fewer
residences, and would be a better alternative.

I Oppose Red Route D. It would
decrease the property values of all the homes
along Woodlawn road.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Edwin V. King

ADDRESS:

CITY:



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Please Print

I live in Pecan Ridge Community and I oppose
380 bypass due to pollution, traffic and
property value. No more taxes.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Farooq Syed

ADDRESS:

CITY:



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Please Print

I PREFER AND SUPPORT THE GREEN ALIGNMENT
EAST OF 35 (1) BECAUSE BYPASSING THE BUSINESS
CORRIDOR ON 380 IN THAT AREA WOULD "TIME LOCK"
THOSE BUSINESSES, THEY WOULD NOT GROW. THE BUSINESSES
WOULD RESEMBLE THOSE BUSINESSES IN DENTON, WHICH
ARE TIME LOCKED IN THE 60'S. (2) ALSO, TRAFFIC DEMAND
WILL CONTINUE ON THE CURRENT 380 ALIGNMENT AND
TRAFFIC WILL CONTINUE TO WORSEN AND RESEMBLE
THE TRAFFIC CONGESTION IN DENTON WHERE LOOP 288
BYPASSES 380 TO 35.

THE BEST SOLUTION IS THE GREEN ALIGNMENT.

I LIKE THE ADDITIONAL ECONOMIC IMPACT ANALYSIS, NOISE
ANALYSIS BEING CONDUCTED.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: FRED COSTA

ADDRESS:

CITY:



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Please Print

I think Red D is awesome and makes great sense as it is in a low value flood plain and also fully satisfies travel demand, which I do think is the goal.

I do NOT Like Red C at all because it doesn't show to fully satisfy the travel demand and also affects some of the best property in Collin County that are high and VERY USABLE going forward for the county.

I think D is the place to put it!

I think C changes the make up of several ranches in less than a mile that do a lot to keep GSKW unique by Nature
(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

★ Keep 380 on 380

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Gary W. Sanders

ADDRESS:

CITY:



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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

Red option D affects our home much less than Option C, although we are concerned about the environmental impact of a major highway in a floodplain populated by a large wildlife population.

However, I will say again that the red option does NOT solve the problem it is intended to solve. What is the % of traffic transiting Collin Co.? The majority of traffic on 380 is coming to McKinney to go south on 75, 121, or DNT. Those drivers from the east and west are NOT going to drive this loop miles to the north to get on 75. Anyone can see that a loop is needed to the south of McKinney.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Gordon O'Neal

ADDRESS:

CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a resident & homeowner that will be directly impacted by the bypass I truly hate to see so many communities changed for the worse when the improvements can be made where significantly less people, businesses, schools, & communities will suffer. Our neighborhood (Pecan Ridge Estates) will lose air quality & will become much noisier due to having 75 on one side & the bypass on the north & east sides of us. This will also effect the home values of a nice & family oriented community. Not to mention the same issues being present at Inspiration Park & Naomi Press Elementary school (located directly next to Pecan Ridge Estates). As someone who loves their home & plans to raise a family there, PLEASE do not damage my neighborhood as well as dozens of others when the problem can be fixed where 380 already stands.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Haley Hill

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

THE CURRENTLY PROPOSED RED C ROUTE ON THE EAST
SIDE WOULD TAKE ~6 ACRES FROM THE FRONT OF OUR
46 ACRE FARM (REGISTERED SHORTHORN SHOW CATTLE FOR 4-H
AND FFA, HAY, + PECAN PRODUCTION). OBVIOUSLY, WE WOULD
MUCH PREFER THE RED D ROUTE FOR VERY PERSONAL
REASONS, BUT ALSO WANT TO POINT OUT THAT THE C ROUTE
DISTURBS FAR FEWER HOMES, AND UTILIZES MORE OF
THE FLOOD PLAIN, THUS PRESERVING MORE USEFUL FARM LAND.
A BASIC QUESTION REMAINS — WILL THE PROPOSED NORTHERN
BYPASS DO MORE TO RELIEVE TRAFFIC CONGESTION ON 380,
COMPARED TO 380 IMPROVEMENTS OR COMPARED TO
SOUTHERN BYPASSES OR SPURS?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME: J. DAVID + KAREN K. THOMPSON

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

No bypass. Keep 380 on 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Janet Anders

ADDRESS:

CITY:

Smith, Chelsey

From: Jason Parker [REDACTED]
Sent: Thursday, April 11, 2019 1:53 PM
To: Stephen Endres
Subject: SR 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres:

As the parent of an AYSES soccer player, I am writing to ask you to consider how Option B of this proposal is favorable to Option A (other than Option A would make the hundreds of AYSES players and coaches soccer orphans):

Option A alignment (eastern alignment option) of the Spur 399 extension is not ideal due to:

- Passes through numerous farms and wetland areas
- Passes by parks (Heard Museum) and community facilities (bisects Fairview Soccer Park)
- Fails to make use of any existing roadways (Airport Road/Harry McKillop Boulevard)
- Requires extensive land acquisition
- Is considerably longer and therefore more costly than Option B

Option B alignment (western alignment option) is a much better alternative due to:

- Utilizes existing roadbed of Airport Road, which has a wide median and can accommodate six lanes
- Passes through an industrial area
- Requires far less land acquisition
- Is a shorter route with less construction time and costs

Please take the time to carefully consider all these factors before making a decision.

Sincerely,
Jason Parker
[REDACTED]



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

We prefer option "D" alignment because it does not affect as many property owners & structures. Both alignments run through our property, but alignment "C" makes the property unusable whereas ~~alignment~~ alignment "D" leaves the important parts of our property and other's properties intact and usable.

Regardless of the alignment chosen for south of US-380 ("A" or "B"), alignment "D" is still preferred. ~~alignment~~ If alignment "A" were selected, it could be connected to "D" via expansion of US-380 between the two, or a parallel roadway. Adequate land w/o existing structures exists that supports this proposal.

In summary:

Preferred Alignments: + Alignment "D" (North of existing US-380)
+ Alignment "B" (South of existing US-380)

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
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NAME: JD EUBANK

ADDRESS:

CITY:

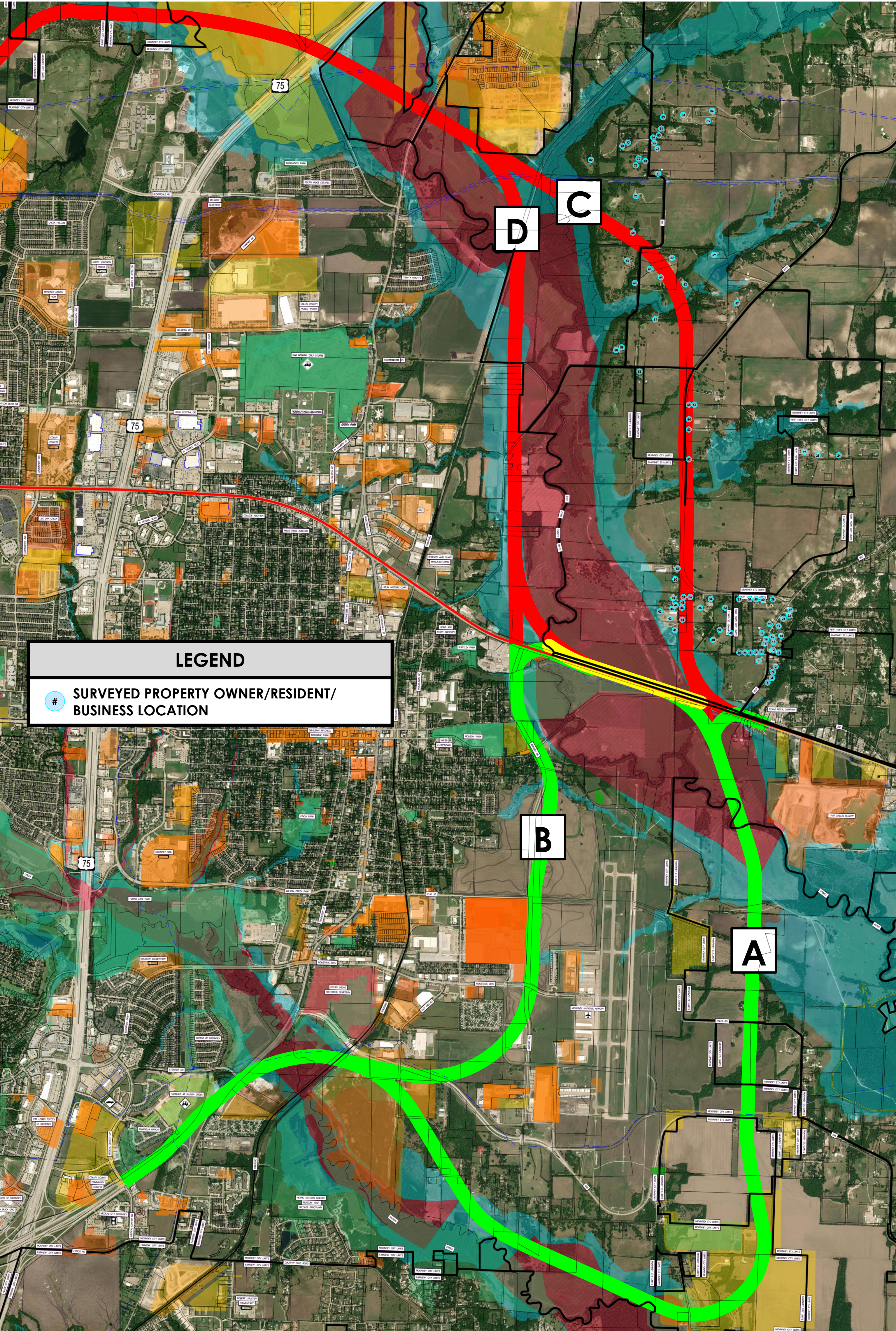
TxDOT US 380 Feasibility Study

Northeast McKinney MAPO Feedback

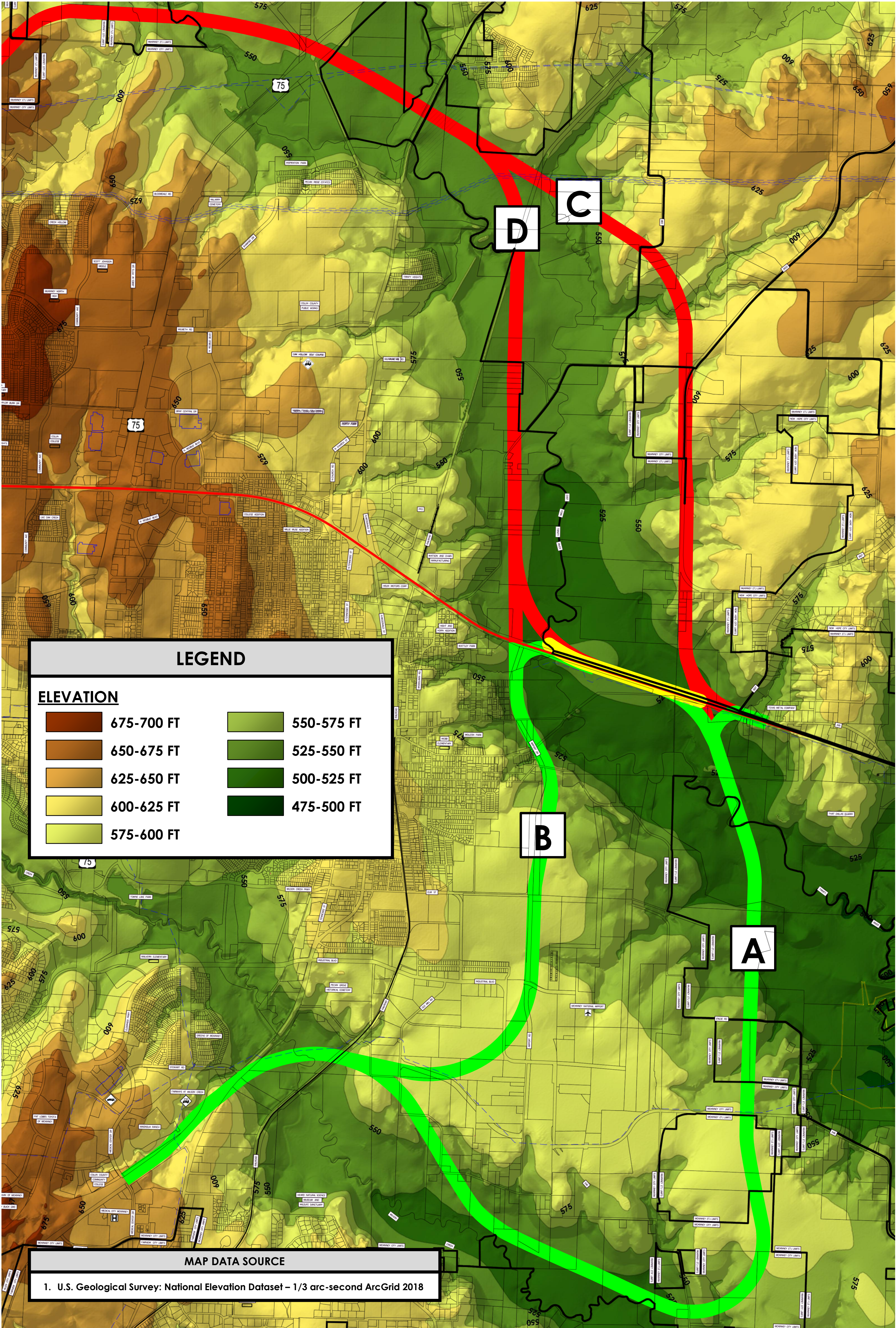
April 5, 2019

Collected and Provided by Affected Property Owners

Locations of Surveyed Property Owners/Residents/Businesses



Topographic Map of Region with Proposed Bypass Alignments



Comparison of Proposed Bypass Alignments **Red-D** and **Red-C**

Red-D	Red-C
1. Property Owners/Residents, Structures, and Businesses Impacted:	
<ul style="list-style-type: none"> – Potential for zero structures, residents, and businesses to be affected with minor shifting of alignment 	<ul style="list-style-type: none"> – <u>Affects the following:</u> <ul style="list-style-type: none"> + Property Owners/Residents: 133 + Structures: 119 + Businesses: 5
2. Topography:	
<ul style="list-style-type: none"> – Landscape is flat and level (<1% grade) – Area is currently undeveloped 	<ul style="list-style-type: none"> – Landscape has hills and valleys with multiple elevation changes of greater than 50 ft – Ground is sloped downwards from east-to-west averaging 5% grade (up to 10% in some areas)
3. Regulatory Floodway Crossings:	
<ul style="list-style-type: none"> – Red-D: (1 crossing) 0.7 mi (with minor shifting of alignment) – Green-B: (1 crossing) 0.3 mi <p><u>Total Floodway Crossing Distance</u></p> <ul style="list-style-type: none"> – Red-D + Green-B: 1.0 mi – Red-D + Green-A: 3.7 mi <ul style="list-style-type: none"> + Can connect alignments by expanding existing US 380 crossing, or constructing a separate crossing to the north of present roadway 	<ul style="list-style-type: none"> – Red-C: (1 crossing) 1.5 mi <ul style="list-style-type: none"> + Alignment runs parallel to East Fork Trinity River + Crosses floodway at widest point – Green-A: (3 crossings) 2.7 mi (0.3 mi + 1.4 mi + 1.0 mi) <p><u>Total Floodway Crossing Distance</u></p> <ul style="list-style-type: none"> – Red-C + Green-A: 4.2 mi
4. Road Structures/Types Required to Cross Floodway:	
<ul style="list-style-type: none"> – Red-D: Bridge over East Fork Trinity River – Green-B: Bridge over floodway at SH 5 – Alignment Connection: Ground elevation with bridge <ul style="list-style-type: none"> + Similar to current US 380 Floodway crossing 	<ul style="list-style-type: none"> – Red-C: Ground elevation/leveling/bridges along alignment and bridges over floodway crossing – Green-A: Ground elevation/leveling along alignment and bridges over multiple floodway crossings

Feedback Survey – Response Summary

<u>Improvement Plan</u>	Responses	People Represented
1. Which US 380 improvement plan do you support for the McKinney area?		
– Expanding and improving US 380 along its existing corridor	68 [78.16%]	235 [75.32%]
– Building a bypass around existing US 380 corridor	19 [21.84%]	77 [24.68%]
<u>Bypass Alignment</u>		
2. Which of the TxDOT proposed bypass alignments do you prefer for:		
2a. North of existing US 380 corridor?		
– Alignment Red-D (West of Floodplain)	86 [100.00%]	306 [100.00%]
– Alignment Red-C (East of Floodplain)	0 [0.00%]	0 [0.00%]
2b. South of existing US 380 corridor?		
– Alignment Green-B (West of TKI Airport)	86 [100.00%]	306 [100.00%]
– Alignment Green-A (East of TKI Airport)	0 [0.00%]	0 [0.00%]
3. If TxDOT selects Southern bypass alignment Green-A :		
– I support expanding existing US 380 or building a parallel roadway to connect Northern alignment Red-D and Southern alignment Green-A	86 [100.00%]	306 [100.00%]

Impacts of Bypass Alignment **Red-C**

<u>Affected by Bypass Alignment Red-C</u>	Total
– People	306
– Structures	238
– Businesses	10
<u>Within Path of Bypass Alignment Red-C</u>	
– People	133
– Structures	119
– Businesses	5

* All values are based on survey responses received. Some people, structures, or businesses may not be included in the totals presented above.

Feedback Survey – Comments Summary

US 380 Bypass Alignments

TxDOT should consider running the proposed bypass through parts of the floodplain area near alignment Red-D. An alignment in that location would not impact any existing structures, residents, or businesses.

US 380 Existing Alignment Options

TxDOT should consider lowering/elevating existing US 380 through East McKinney without the use of additional right-of-way. One possibility would be to lower US 380, creating 6 freeway lanes below ground level, with 4 lanes at ground level as an access road. Another option would be to use a bridged roadway as the 6 lane freeway with an access road at ground level. No entrance/exit ramps would be available through areas of McKinney without additional right-of-way available.

Feedback Survey – Individual Responses

Address: [REDACTED] Map Pushpin ID: ①

Property Owner(s)/Resident(s): Richard K. Randall

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Richard K. Randall

Address: [REDACTED] Map Pushpin ID: ②

Property Owner(s)/Resident(s): Dallas Babineaux

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Dallas Babineaux

Address: [REDACTED] Map Pushpin ID: 3

Property Owner(s)/Resident(s): Steve Donnell

of People on Property: 1 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 4

Property Owner(s)/Resident(s): Mary Anne Rodriguez

of People on Property: 6 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

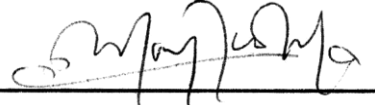
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: **5**

Property Owner(s)/Resident(s): Waite Campbell

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: **6**

Property Owner(s)/Resident(s): Tarik Algam

of People on Property: 1 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 7

Property Owner(s)/Resident(s): Carlos Gaytan

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 8

Property Owner(s)/Resident(s): Andy Fisher

of People on Property: 7 # of Structures on Property: 6

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

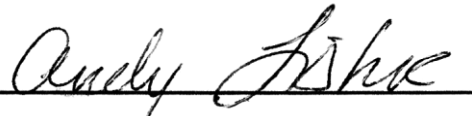
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 9

Property Owner(s)/Resident(s): Brandi Carroll

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Brandi Carroll

Address: [REDACTED] Map Pushpin ID: 10

Property Owner(s)/Resident(s): Johnnie Fisher

of People on Property: 8 # of Structures on Property: 6

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Johnnie Fisher

Address: [REDACTED] Map Pushpin ID: 11

Property Owner(s)/Resident(s): Danny C. Nickason

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 12

Business Name/Property Owner: Rally Motorcycle Service

of People using Property: 8 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: This will impact my business and employees.

Signature: 

Address: [REDACTED] Map Pushpin ID: 13

Property Owner(s)/Resident(s): Jack Shain

of People on Property: 2 # of Structures on Property: 6

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Jack Shain

Address: [REDACTED] Map Pushpin ID: 14

Property Owner(s)/Resident(s): Jeffrey Conner

of People on Property: 1 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Jeffrey Ray Conner

Address: [REDACTED] Map Pushpin ID: 15

Property Owner(s)/Resident(s): Roger Kitchens

of People on Property: 3 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

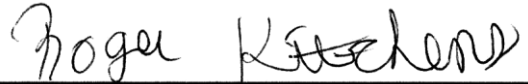
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 16

Property Owner(s)/Resident(s): Glenn/Kaycie Jeffy

of People on Property: 3 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 17

Property Owner(s)/Resident(s): Jim Taliaferro

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 18

Property Owner(s)/Resident(s): Bruce Dicus

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 19

Property Owner(s)/Resident(s): Barbara Petty

of People on Property: 3 # of Structures on Property: 4

1. Supported Improvement Plan:

- ✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Barbara Petty

Address: [REDACTED] Map Pushpin ID: 20

Property Owner(s)/Resident(s): Kimberlee Keel

of People on Property: 6 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Expand/Improve Existing US 380 Corridor
- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Kimberlee Keel

Address: [REDACTED] Map Pushpin ID: (21)

Property Owner(s)/Resident(s): Jody Sullivan

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Jody Sullivan

Address: [REDACTED] Map Pushpin ID: (22)

Business Name/Property Owner: The Pet Loss Center

of People using Property: 12 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: R. Merriett

Address: [REDACTED] Map Pushpin ID: (23)

Property Owner(s)/Resident(s): Johnny Petway

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (24)

Property Owner(s)/Resident(s): Patrice Wheeler

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Keep 380 on 380!!!

Signature: 

Address: [REDACTED] Map Pushpin ID: (25)

Property Owner(s)/Resident(s): Patrice Wheeler

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Keep 380 on 380!!!

Signature: 

Address: [REDACTED] Map Pushpin ID: (26)

Property Owner(s)/Resident(s): Patrice Wheeler

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Keep 380 on 380!!!

Signature: 

Address: [REDACTED] Map Pushpin ID: (27)

Property Owner(s)/Resident(s): John Campbell

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (28)

Property Owner(s)/Resident(s): Joyce Castle

of People on Property: 1 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

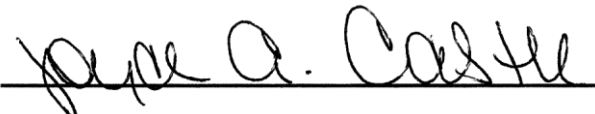
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (29)

Property Owner(s)/Resident(s): Rowdy Staves

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Rowdy Staves

Address: [REDACTED] Map Pushpin ID: (30)

Business Name/Property Owner: McKinney Trucking

of People using Property: 12 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Rowdy Staves

Address: [REDACTED] Map Pushpin ID: (31)

Property Owner(s)/Resident(s): Alicia Bimson

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

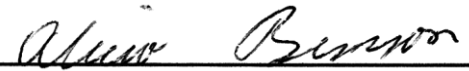
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (32)

Property Owner(s)/Resident(s): Brandon/Cindy Webster

of People on Property: 4 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (33)

Property Owner(s)/Resident(s): Erich Uecker

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: E. Eugene Uecker

Address: [REDACTED] Map Pushpin ID: (34)

Property Owner(s)/Resident(s): Patsy Cane

of People on Property: 1 # of Structures on Property: 5

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Patsy Cane

Address: [REDACTED] Map Pushpin ID: (35)

Property Owner(s)/Resident(s): TR Kno

of People on Property: 6 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (36)

Property Owner(s)/Resident(s): Sarah Isom

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

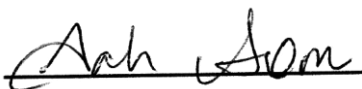
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (37)

Property Owner(s)/Resident(s): Jimmy Sullivan

of People on Property: 4 # of Structures on Property: 7

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (38)

Business Name/Property Owner: White Horse Ranch, LLC

of People using Property: 15 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (39)

Property Owner(s)/Resident(s): Crystal Miller

of People on Property: 1 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Crystal Miller

Address: [REDACTED] Map Pushpin ID: (40)

Property Owner(s)/Resident(s): Mark/Wendi Farqhar

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: This should have been brought to the residents LONG ago!!

Signature: Wendi Farqhar

Address: [REDACTED] Map Pushpin ID: (41)

Property Owner(s)/Resident(s): Salvador/Julia Sifuentes

of People on Property: 7 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Julia Sifuentes

Address: [REDACTED] Map Pushpin ID: (42)

Property Owner(s)/Resident(s): David Deeds

of People on Property: 1 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED]

Map Pushpin ID: (43)

Business Name/Property Owner: Mike Owen Materials, LLC

of People using Property: 12

of Structures on Property: 1 Warehouse
20 Farm Equipment

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature:



Address: [REDACTED]

Map Pushpin ID: (44)

Property Owner(s)/Resident(s): Richard/Pamela Weibley

of People on Property: 3

of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

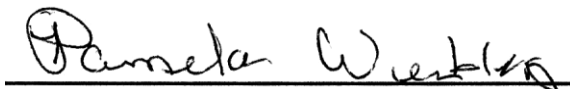
2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature:



Address: [REDACTED] Map Pushpin ID: (45)

Property Owner(s)/Resident(s): Jessica Garcia

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

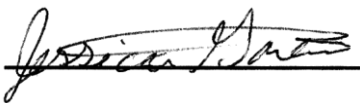
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (46)

Property Owner(s)/Resident(s): Amber Yoos

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (47)

Property Owner(s)/Resident(s): Grady Prince

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Grady M. Prince

Address: [REDACTED] Map Pushpin ID: (48)

Property Owner(s)/Resident(s): Peggy Prince

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Peggy Prince

Address: [REDACTED] Map Pushpin ID: (49)

Property Owner(s)/Resident(s): Michael J McBroom

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

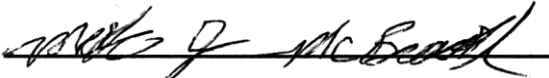
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (50)

Property Owner(s)/Resident(s): Heidi Pastore-Carter

of People on Property: 6 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: More people & property would be affected by Alignment C.

Signature: 

Address: [REDACTED] Map Pushpin ID: (51)

Property Owner(s)/Resident(s): Robert Purser

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (52)

Property Owner(s)/Resident(s): Rebecca Esterwood/Gary Sanders

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (53)

Property Owner(s)/Resident(s): Bhargav/Rachana Patel

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Choose RED Alignment "D," option D is better to develop floodplain and improve land within floodplain.

Signature: 

Address: [REDACTED] Map Pushpin ID: (54)

Property Owner(s)/Resident(s): Ella/Dan/Amber Block

of People on Property: 7 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: We don't want it going down 2933, many existing farms and small businesses will be affected.

Signature: 

Address: [REDACTED] Map Pushpin ID: (55)

Property Owner(s)/Resident(s): Debi Ladd/Faye Stevens

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Faye Stevens

Address: [REDACTED] Map Pushpin ID: (56)

Business Name/Property Owner: Avalon Legacy Ranch

of People using Property: 1000s # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Debi Ladd

Address: [REDACTED] Map Pushpin ID: (57)

Property Owner(s)/Resident(s): Kenneth W. Browder

of People on Property: 3 # of Structures on Property: 5

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

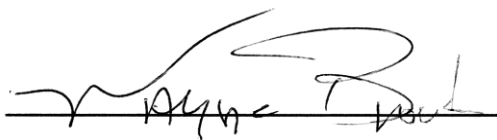
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (58)

Property Owner(s)/Resident(s): William Parr

of People on Property: 3 # of Structures on Property: 6

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (59)

Property Owner(s)/Resident(s): Amy/Chad Teague

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (60)

Business Name/Property Owner: La Cour Venue

of People using Property: 1000s # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Improvements will impact my business & income.

Signature: 

Address: [REDACTED] Map Pushpin ID: (61)

Property Owner(s)/Resident(s): April/Gary Gibson

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (62)

Property Owner(s)/Resident(s): David Bruce

of People on Property: 3 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 63

Property Owner(s)/Resident(s): Patrick/Jenny O'Neal

of People on Property: 2 # of Structures on Property: 4

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: P. O'Neal

Address: [REDACTED] Map Pushpin ID: 64

Business Name/Property Owner: Equine Rescue

of People using Property: 13 Animals # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Property bought for horses to live out lives.

Signature: Josie Anne Sun

Address: [REDACTED] Map Pushpin ID: 65

Property Owner(s)/Resident(s): Lori Swim

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: I rescue horses and I would have no property to keep them on if alignment C is selected. Renters would loose home.

Signature: 

Address: [REDACTED] Map Pushpin ID: 66

Property Owner(s)/Resident(s): Gordon/Margaret O'Neal

of People on Property: 2 # of Structures on Property: 5

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 67

Property Owner(s)/Resident(s): Mike/Lori Swim

of People on Property: 2 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Just built dream home. Alignment C would run right through it and equine rescue.

Signature: 

Address: [REDACTED] Map Pushpin ID: 68

Property Owner(s)/Resident(s): Rick/Sherri/JD Eubank

of People on Property: 5 # of Structures on Property: 9

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: 69

Property Owner(s)/Resident(s): Joseph/Mary Borchard

of People on Property: 3 # of Structures on Property: 5

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Mary Borchard J. Borchard

Address: [REDACTED] Map Pushpin ID: 70

Property Owner(s)/Resident(s): Steve Williams

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Steve Williams

Address: [REDACTED] Map Pushpin ID: (71)

Property Owner(s)/Resident(s): Jennifer Aycock

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Jennifer Aycock

Address: [REDACTED] Map Pushpin ID: (72)

Property Owner(s)/Resident(s): Karen Whittington/Allison Baggarly

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Karen Whittington

Address: [REDACTED] Map Pushpin ID: (73)

Property Owner(s)/Resident(s): Bob Qualls/Debbie Bradshaw

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Debbie Bradshaw

Address: [REDACTED] Map Pushpin ID: (74)

Property Owner(s)/Resident(s): Michael Qualls

of People on Property: 5 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: Michael Qualls

Address: [REDACTED] Map Pushpin ID: (75)

Property Owner(s)/Resident(s): James W Bodiford

of People on Property: 3 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (76)

Business Name/Property Owner: Dent Doctor

of People using Property: 3 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Build a Bypass around Existing US 380 Corridor


2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Would impact my business also.

Signature: 

Address: _____

Map Pushpin ID: (77)

Property Owner(s)/Resident(s): Scott Benson

of People on Property: 12

of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: _____



Address: _____

Map Pushpin ID: (78)

Business Name/Property Owner: The RoseMary Barn

of People using Property: 1000s

of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: We have a business on our property. A road would greatly impact us negatively.

Signature: _____



Address: [REDACTED] Map Pushpin ID: (79)

Property Owner(s)/Resident(s): Terry/Lori Crowder

of People on Property: 2 # of Structures on Property: 5

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Lori Crowder

Address: [REDACTED] Map Pushpin ID: (80)

Property Owner(s)/Resident(s): Margaret & Rebecca Nemeth

of People on Property: 2 # of Structures on Property: 1

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Margaret Nemeth

Address: [REDACTED] Map Pushpin ID: (81)

Property Owner(s)/Resident(s): Don/Lona Harris

of People on Property: 2 # of Structures on Property: 3

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

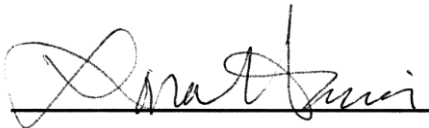
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (82)

Property Owner(s)/Resident(s): Beverly Beauchamy

of People on Property: 1 # of Structures on Property: 2

1. Supported Improvement Plan:

✓ Expand/Improve Existing US 380 Corridor

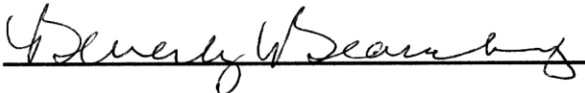
2. Preferred Bypass Alignments:

2a. North of US 380: ✓ **Red-D**

2b. South of US 380: ✓ **Green-B**

3. [✓] Prefer **Red-D** even if **Green-A** is selected by TxDOT

Additional Comments: « None »

Signature: 

Address: [REDACTED] Map Pushpin ID: (83)

Property Owner(s)/Resident(s): Lynda Thomas

of People on Property: 4 # of Structures on Property: 1

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Lynda Thomas

Address: [REDACTED] Map Pushpin ID: (84)

Property Owner(s)/Resident(s): Eugene/Kristen/Caryss/Aaron/Bethany/Haley/Stephen Haegenauer

of People on Property: 10 # of Structures on Property: 3

1. Supported Improvement Plan:

- ✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: Please expand existing 380 as currently accommodated.

Signature: Eugene Haegenauer

Address: [REDACTED] Map Pushpin ID: (85)

Property Owner(s)/Resident(s): Julie Christianson

of People on Property: 4 People
8 Animals # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Build a Bypass around Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Julie M Christianson

Address: [REDACTED] Map Pushpin ID: (86)

Property Owner(s)/Resident(s): Diane Cristiney

of People on Property: 3 # of Structures on Property: 2

1. Supported Improvement Plan:

- ✓ Expand/Improve Existing US 380 Corridor

2. Preferred Bypass Alignments:

2a. North of US 380: ✓ Red-D

2b. South of US 380: ✓ Green-B

3. [✓] Prefer Red-D even if Green-A is selected by TxDOT

Additional Comments: « None »

Signature: Diane L. Cristiney



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

WE DO NOT APPROVE OF ANY RED NEW CONSTRUCTION
FOR AN EXPRESSWAY. IN SIMPLE WORDS, "NO 380 BYPASS"
TRAFFIC ON 380 CURRENTLY NEED TO BE FIX, NOT A
MOVE TO CREATE A NEW ROAD. IF A R/W IS NOT ~~BE~~ ADDED
TO 380, CAN WE NOT HAVE A BI-WAY / MULTIPLE
LEVEL ROAD. KEEP EXISTING BUSINESS BUT PUT A
THROUGHWAY UNDER OR OVER EXISTING 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME: JEFFREY RITCH

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

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All written comments must be postmarked by April 5, 2019.

Please Print

~~DELETED~~

PLEASE INCLUDE ~~DELETED~~ / NOTIFY ME FOR
YOUR DAY(?) MEETING THAT WILL/ITAY
REFLECT TxDOT PROPOSED PLAN FOR
THE AREA THAT ENCOMPASSES THE
CURRENT INTERCHANGES OF HWY 380 WITH
CUSTER & STONEBRIDGE DRIVE(S) THANK YOU
IN ADVANCE.

JOHN GIBBZUS

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

As a resident of McKinney for the last 6 years, I've seen McKinney grow in many positive ways. I drive from North McKinney West on US 380 Monday-Friday during rush hour, and am aware of the pressure the growth of my city has caused on this highway. I DO NOT support a bypass of US 380 because I understand the draw the businesses located on US 380 have, will continue to draw the bulk of the traffic to US 380. My second reason for opposing any and all bypass routes is, there is no provision for connection to the Dallas North Tollway, or an extension to Highway 35E at, or North of, Denton which in my opinion would eliminate a great deal of "pass-thru" or commuter traffic to large business/corporate areas such as Legacy Park. Reason #3... I didn't purchase my home next to a highway, the residents in the US380 corridor DID! Please Keep McKinney "Unique By Nature".

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- ☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME: Jon Wilson

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
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All written comments must be postmarked by April 5, 2019.

Please Print

I will PREFER TO FIX 380 ON 380, I THINK
BUSINESSES CAN RECDUP EASIER WHEN THEY HAVE TO
MOVE AND IT SEEMS TO BE THAT THERE WILL BE
LESS HOMES AFFECTED.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME: JOSE MONGE

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

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All written comments must be postmarked by April 5, 2019.

Please Print

I live on Bellemeade Farm on FM 2933 in the ETJ. I fully support the improvement of 380 on 380 as that will cause the least destruction of wildlife habitats, farms, neighborhoods, + green spaces while causing the least environmental impact. Traffic moves east + west on 380 to access 75 South + 121, not north to go south. The outer loop is a northern bypass. TXDOT has acknowledged 380 will have to be improved regardless. Our farm will be terribly impacted ^{if} the C route east of 75 is built as it will cut off the front of our farm, destroying mature pecan trees, pasture we need for our cattle + hay production, + a hand-dug 1800's well. We cannot afford that loss of farm income. In addition, our farm is a registered pollinator-sustaining property to promote the health and ^{survival} of bees, birds, + butterflies vital to crop production. Fix 380 on 380, but if politics outweigh the will of the people as expressed in the TXDOT surveys, then as a last resort choose the D alignment east of 75. It will destroy fewer farms, homes, + ranches and will protect more usable farmland by keeping the roadway in the 100-yr floodplain. Our farm + this area is designated Agriculture Lifestyle in the masterplan. Save it, please!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Karen Thomason

ADDRESS:

CITY:

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here

Karen Thompson

NORTH TEXAS TX P&DC
DALLAS TX 750
27 MAR 2019 PM 6 L



TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399





**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

The new red option is still less
than 1/4 mile from our home.

I still believe fixing 380 on 380
is better option. Do not allow
the city lack of planning of
known population growth affect
residents.

wetlands and parks should not
be destroyed. Residents did not
buy homes near overpasses and
don't want that imposed on us.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Karol Monge

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

After A Study of the proposed "red route" on The East side of McKinney; I would recommend The chose of The option "C" AND NOT "D".

It is easy to see THAT route C would expect fewer homes than route D. I believe the count was 11 to 3. By routing on route D, many small farms would be cut down in size; whereas route C would less invasive.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Kenneth Wayne Brunker

ADDRESS:

CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

Keep + Fix 380 on 380! I am a resident of Pecan Ridge right off of Bloomdale, 756 543. We bought our home in a nice and quiet neighborhood Not on a busy Highway and we would like to keep it that way! Please keep McKinney unique by preserving its parks + land and protect homes that are in the path of this Monster Bypass. Our neighborhood hosts Press Elementary and sure does not need the extra traffic. It is a shame that an option to destroy people's homes and land is even considered.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Kerstin Marek

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

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All written comments must be postmarked by April 5, 2019.

Please Print

As a neighbor and Homeowner in Pecan Ridge I am
opposed to the 380 Bypass. We didn't buy our home on
a highway such as 380 and plan to keep it that way.
Our quiet neighborhood would be less than 1/4 of a mile.
The loss of value to our homes would be massive. We
should not be responsible for the lack of planning on our
City's part. The loss of nature in parts of McKinney
such as Parks, etc., would be a sad loss to the
"Unique by Nature" theme we love. We feel it is not
fair to those residents that will lose big parts of their
land to this ridiculous option.
Keep 380 on 380 and fix that once and for all!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Kerstin + James Marek

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

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All written comments must be postmarked by April 5, 2019.

Please Print

THIS OPTION NEEDS TO BE RE-THOUGHT. BOTH ARE
ILL CONCEPTS. THEY GO THROUGH A FLOOD PLAIN THAT FLOODS ON A
REGULAR BASIS. THERE ARE PARALLEL LINES THAT WILL NEED TO BE RE-LOCATED.
IT MAKES AN ISLAND OF A NEW SUB-DIVISION OFF BLOOMDALE

THIS WHOLE SECTION NEEDS TO COME OFF THE 75 WHERE THE 5/124
BRANCH OF ABOUT A 1.5 MILES FURTHER NORTH.

THIS SHOULD CONNECT WITH THE RD ALIGNMENT THAT IS CURRENTLY
BEING PROPOSED TO RUN ON BLOOMDALE AT THE BASE OF
ERWIN PARK.

THAT SECTION SHOULD BE MOVED NORTH TO LAND HOWER PKWY
* COME ACROSS NORTH OF ERWIN PARK.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

LEAH GRIFFIN

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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March 21, 2019 - 6:00 p.m. to 8:00 p.m.
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All written comments must be postmarked by April 5, 2019.

Please Print

Would prefer original 380 Route
Keep 380 on 380, according to new route
it would be less than a quarter of a
mile from our housing community
Pecan Ridge.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Lindsey Parham

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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Please Print

In my opinion, Any bypass will not give the Results you are intending. The traffic on 380 is Inner-City traffic and will have no use for the bypass. Do not want to become an island neighborhood. If the Red Bypass is built, Pecan Ridge will almost be surrounded by major Roadways - Highway 5 will expand and close us in. I am asking for 380 to be expanded to handle the current and future traffic. Regardless of TxDOT's selection, 380 will still need to be fixed, traffic is only going to increase as the construction continues. As far as Raytheon is concerned - How safe is it for us citizens to be exposed to the 'microwave' testing - they have Relocated in the past, they need to Relocate to a less populated area to accurately run their testing. Please
(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: *make the Right decision and Don't Build a Bypass*

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Lori English (Pecan Ridge)

ADDRESS:

CITY:



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Please Print

Although I hate the idea of
ruining a vital wildlife habitat
the Red D option is better for
us because it is farther away.
It will affect friends of ours who
have lived on Woodlawn Rd for
decades. I have seen otters, ducks,
blue heron roosts, deer, bobcats, &
coyotes in the area they are going
to destroy. It makes me sad.
Fixing 380 on 380 although would
affect many more people and businesses
It makes more sense to me to fix an area that

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting

already
has a lot
of traffic.

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NAME:

ADDRESS:

CITY:

Margaret O'Neal

[Redacted Address and City Information]



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

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All written comments must be postmarked by April 5, 2019.

Please Print

The shape of the bypass does not make sense. It goes so far north you might as well use the outer loop in 2040. I am extremely ~~upset~~ upset with McKinney. It is time to change the slogan to ~~"worst than"~~ "worst than plane". This will do nothing to ease traffic on 380 in 2040!!

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☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME: Mott Falk

ADDRESS:

CITY:



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Fix 380 on 380

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- ☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME: Matt Swilling

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
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Please Print

my wife Lori and our six children have been
McKinney residents for 21 years. We moved to our current
location in 2010 to further our equine rescue efforts & get away
from the city. The current RED alignment "C" directly bisects
all three properties we own including 3 barns, a 2400 sq. ft. mfg.
home & a new custom home - All current mkt. value ~2.2 million.
This route also disrupts useable farmland all along the route.
While we certainly prefer no bypass & the brilliant of 380 on 380,
option "D" makes more sense. Coupled with option "B" green
it costs less, has significantly fewer residential impacts,
about the same number of business impacts, the same environmental
impact, and satisfies all four primary goals 100% (Reg. mobility,
Travel Demand, Safety, Econ. growth) if not 380 on 380, clearly option
D & B are the best. Thank you...

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- ☐ I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Michael Swim

ADDRESS:

CITY:

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Swim



75150-664399



TxDOT DALLAS DISTRICT OFFICE

ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380

4777 E. U.S. HIGHWAY 80

MESQUITE, TEXAS 75150-6643

N TEXAS
DALLAS 750
29 MAR '19
PM 5 L





**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Keep 380 on 380!

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NAME:

Misti Greer

ADDRESS:

CITY:



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As a resident near the proposed Spur 399 extension, I am very concerned with the proposed Option A/Red alignment (eastern alignment option):

- Route passes through numerous farms and wetland areas
- Fails to make use of any existing roadways, placing a highway near residential uses and other incompatible uses where residents/homeowners never contemplated a major highway location.

The Option A/Red alignment also entirely bypasses a heavily commercial/industrial district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B/Blue/Yellow route include:

- Simpson Strong Tie
- Blue Mountain Equipment
- Waste Connections of Texas
- A massive aluminum/wire manufacturing facility
- Fire station
- McKinney Airport's hangers and terminal area

Option B/Blue/Yellow is located one mile east of downtown McKinney, whereas Option A/Red is nearly three miles from McKinney.

Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399.

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NAME:

Monica Robinson

ADDRESS:

CITY:



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As a resident near the proposed Spur 399 extension, I am very concerned with the proposed Option A/Red alignment (eastern alignment option):

- Route passes through numerous farms and wetland areas
- Fails to make use of any existing roadways, placing a highway near residential uses and other incompatible uses where residents/homeowners never contemplated a major highway location.

The Option A/Red alignment also entirely bypasses a heavily commercial/industrial district located along the west side of McKinney National Airport. Industrial tenants along the alternative, more logical Option B/Blue/Yellow route include:

- Simpson Strong Tie
- Blue Mountain Equipment
- Waste Connections of Texas
- A massive aluminum/wire manufacturing facility
- Fire station
- McKinney Airport's hangers and terminal area

Option B/Blue/Yellow is located one mile east of downtown McKinney, whereas Option A/Red is nearly three miles from McKinney.

Clearly the density, commercial uses, and existing roadways, which will be far less impacted by noise from a new highway, favor the Option B (western alignment option) of Spur 399.

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____



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Please Print

Option D is preferred Route for me.

I do NOT support option C in any way.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Patrice Wheeler

ADDRESS:

CITY:



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Please Print

Routes C & D

~~C ^{Fm} on 2933~~ will certainly
take the traffic off 380 earlier
than Route D - however the same
Elevated structure that has been
recently built south of the airport
is ~~is~~ would work on Route D -
All Flood Plain.

No easy answers, except that
if nothing is done we will
be in gridlock on 380 -

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NAME:

Patricia Doyle

ADDRESS:

CITY:

Delgado, Natali

From: Patty Feldman [REDACTED]
Sent: Monday, April 1, 2019 10:35 AM
To: Stephen Endres
Subject: 380 bypass McKinney

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Highway 380 is a death trap with all the semi trucks and cement trucks in that road. They and many cars drive ridiculously fast. I'm always put in situations where I fear getting rear ended.

Please build a safe bypass north of the current 380! Also, put in more traffic lights and lower the speed limit on the current 380.

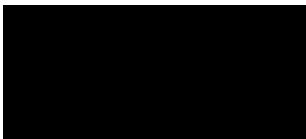
There are so many more businesses there now that bring many more people to use 380, who didn't even use that highway previously.

I am in McKinney, just south of 380, off Hardin Rd and I rarely used 380 in the past. Now I am up there almost daily to get to Kroger, Costco and the restaurants.

If the building of the new highway farther north started tomorrow, it would still be obsolete. Build it farther north, build it big and build it right.

The current situation on 380 is insanely dangerous.

Thank You,
Patty Feldman



Sent from my iPhone

Yes to Red Route
Option D



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My name is Rachana Patel and I reside at 2616 FM 2933 in McKinney Texas. I am writing in regards to keeping 380 on 380. While I am for improvement of 380 due to growth of McKinney as well as surrounding areas, I am very concerned about the impact a bypass will have on and around my property. It will not only create noise pollution that will be few feet from my residence but my farm will be affected as my cattle will lose half of grazing land, organic farm will be affected with car pollution and importantly bees hives as well as migrating birds will have a horrible affect. If and only IF needed, I support Red Route option D to build over the flood plane to have the least impact on farmers, ranchers and homesteads.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Rachana Patel

ADDRESS:

CITY:

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NORTH TEXAS TO SAN
DALLAS, TX 750
AIR MAIL



RECEIVED TXDOT - DAL
APR - 2 2019
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664277

013511022

013511022



**MEETING OF AFFECTED PROPERTY OWNERS
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Please Print

- ① Traffic runs east-west - to go south on 75 + 131 - so why have a northern by-pass at all?
- ② The outer loop IS a Northern Bypass!
- ③ TxDOT has acknowledged that 380 must be improved whether or not a bypass is built
- ④ The Decision on routes seems to be what will protect Tucker Hill + Stonebridge rather than following wishes of majority of Residents
- ⑤ If a bypass is going to be built east of 75 + go down to meet 380 - then Red Route option "Disleast destructive to homes - farms - ranches + usable farmland. Keeping the roadway in the 100 Year floodplain."

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NAME:

Rebecca Lynn Eastwood

ADDRESS:

CITY:

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Eastwood



UNITED STATES POSTAGE
DALLAS TX TX
27 MAR 2019 PM



RECEIVED TXDOT - DAL
MAR 29 2019
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643





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I prefer the "D" alignment vs. "C".

"C" would run thru my house & therefore would

make my property uninhabitable. I value my

house at \$500k and the rest of my property that

would be taken at least double that.

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NAME:

Rick Eubank

ADDRESS:

CITY:

Smith, Chelsey

From: Simon Keizer <[REDACTED]>
Sent: Thursday, April 11, 2019 2:53 PM
To: Stephen Endres
Subject: SR 380 Expansion Recommendations

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Stephen,

As a land developer in the greater McKinney area, I am apprised to the fiscal and relational responsibility when it comes to not only considering acquisition, but the neighbors on all sides of you, and the general effect on the community.

With that in mind, I am writing to you as a concerned individual who has a student athlete that plays at Fairview Soccer Park, that would be directly effected, depending on whether the state decides to align 380 with Plan A or Plan B.

I would like to be a voice of reason for the Plan B option.

Here are some reasons I believe to lean on Plan B below:

Option B alignment (western alignment option) is a much better alternative due to:

- Utilizes existing roadbed of Airport Road, which has a wide median and can accommodate six lanes
- Passes through an industrial area
- Requires far less land acquisition
- Is a shorter route with less construction time and costs

When you look at the Option A alignment, taking the Eastern Route, here is why I believe that would be a poor decision:

Option A alignment (eastern alignment option) of the Spur 399 extension is not ideal due to:

- Passes through numerous farms and wetland areas
- Passes by parks (Heard Museum) and community facilities (bisects Fairview Soccer Park)
- Fails to make use of any existing roadways (Airport Road/Harry McKillop Boulevard)
- Requires extensive land acquisition
- Is considerably longer and therefore more costly than Option B

While I am a proponent of land acquisition that makes sense economically and with regard to connecting roadways, I also believe wisdom must ensue to find the best decision on both communal and roadway economics.

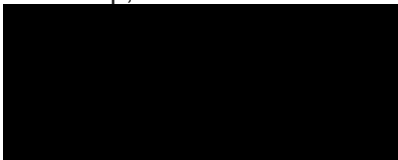
On a personal note, it would have an incredibly negative impact on a wide-reaching and impactful soccer club in the region. Growing up in England, like it or not, they would never take a roadway through an existing soccer facility, they would just wind the motorway another way, because of the importance of the sport for the entire country and all the families that are affected.

I appreciate your consideration and time on this matter, and that you would feel the freedom to reach out to me with a response or with any questions you might have at this time.

Kind regards,

Simon Keizer, c.o.o

IC Group, L.P.





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Please Print

*# Keep 380 on 380. This would
be less than a quarter mile
away from my home in pecan ridge*

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NAME:

Soukay Parija

ADDRESS:

CITY:



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Please Print

If any red option is chosen, Red D seems to make more sense in that it aligns w/ Airport Road, impacts few property owners & combined w/ option B is a cheaper alternative. The D + B options meet Circle Criteria 100%.

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NAME: Stacy Rother

ADDRESS:

CITY:



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Please Print

I, The Public you need

11 X 17 Halos to take
Home - To Look At

Very Poor Presentation

Steve Goodman

Call me !!

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NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP: _____



The Board of Directors of the Heatherwood Homeowners Association, on behalf of over 1,700 HOA members living in the City of McKinney and in agreement with the Prosper ISD and the majority of the voters who took the TXDOT survey, hereby officially make a Statement of Resolution in opposition to any and all U.S. Highway 380 bypass alignments.

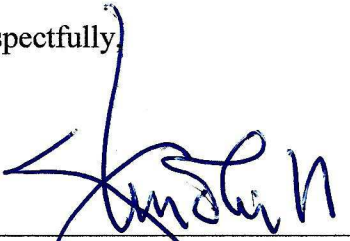
The HOA's opposition is founded upon the fact that our homeowners made a conscious decision to purchase their homes away from the headache that is now U.S. Highway 380. We believe the proposed bypass on the north side of our subdivision will be detrimental to our property values, create significant noise and congestion problems and poses a significant safety risk to the families that call Heatherwood home.

We agree with the outcome of the Perryman Economic study that fixing 380 is the best option for the long-term economic health of the County and the City of McKinney.

As a duly elected representative, we ask that you oppose any and all U.S. Highway 380 bypass alignments. Rest assured that each and every one of our member's voices will be heard at the ballot box.

Thank you for your support and service.

Respectfully,



Steven O'Neill
President



Cameron Mills
Vice President



Steve Kirby
Treasurer



Kevin Corcoran
Secretary



George Lewellyn III
Director

Any questions pertaining to this correspondence may be directed to the Heatherwood HOA Board of Directors at [REDACTED]



Red D

**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

NOT A FAN OF ANY RED EAST OF MCKINNEY...
BUT - IF red thru MCKinney then Red "D" is a
better choice than C.

No Brainer, if Red @ MCKinney then D!

As a property owner near Princeton... can't pass up a
chance to support the GREEN Route thru Princeton!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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 December 16, 2014, and executed by FHWA and TxDOT.

NAME: Tom Potter

ADDRESS

CITY



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I would still prefer to enlarge/widen/change 380 itself in order to more quickly provide the direct traffic relief needed through Collin County. If a bypass has to be the only option, I would definitely choose + prefer the route that goes all the way through the flood plane. This option would affect fewer home + property owners + use land that cannot be built on anyway. This would be the new option "D" route.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Valinda Bruce

ADDRESS:

CITY:



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Items of concern:

Flood Plain increase

Pipeline Depth along "D" Alignment

Cost vs Benefit for Proposed Construction.

- Green Alignment is Better.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: William Petrick

ADDRESS:

CITY:



Section E. Figures

Section	Document
E1	Photos
E2	Meeting Exhibit Boards
E3	Roll Plots



E1 Photos



Comment Station Sign



Comment Station

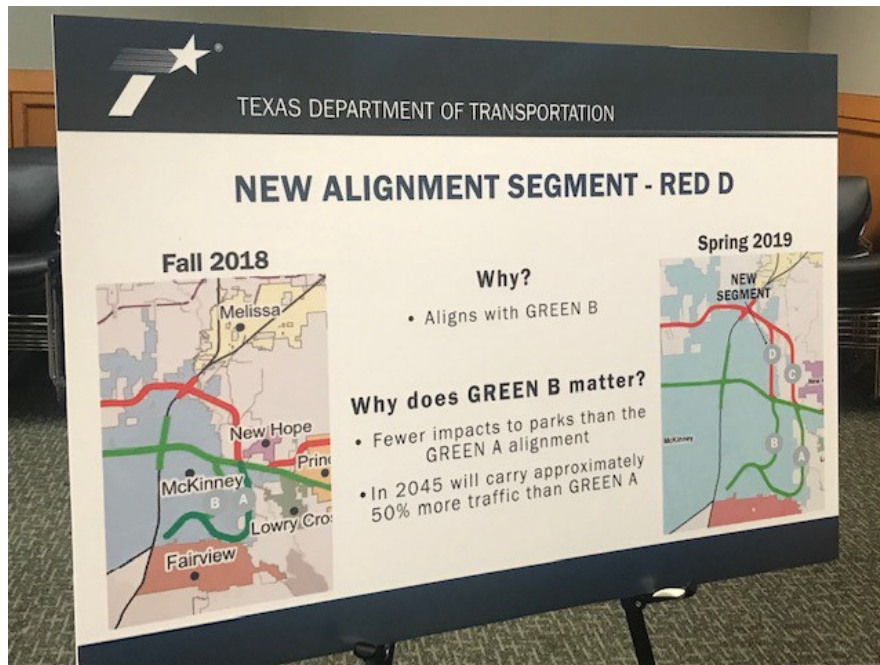


Exhibit Boards

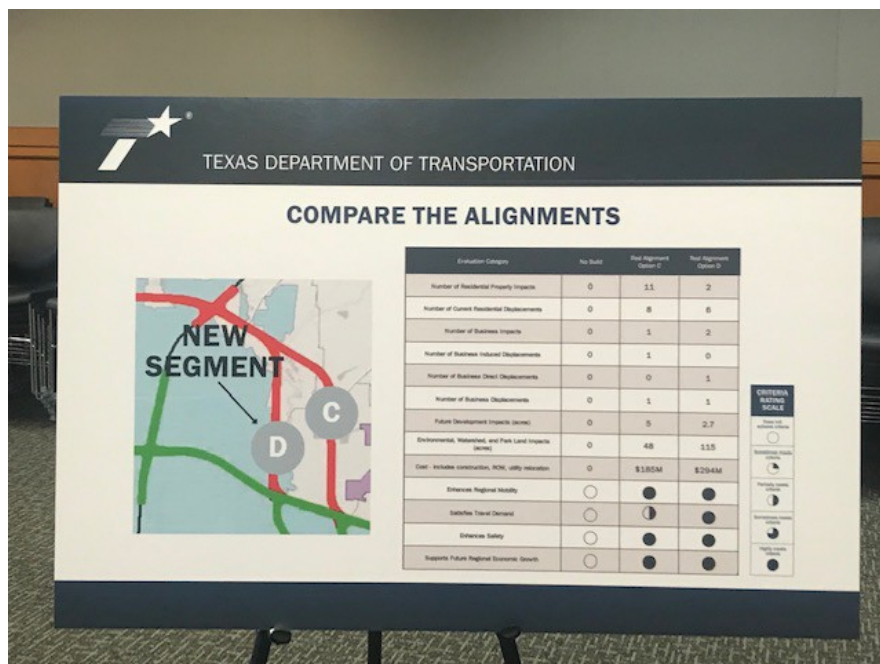


Exhibit Boards

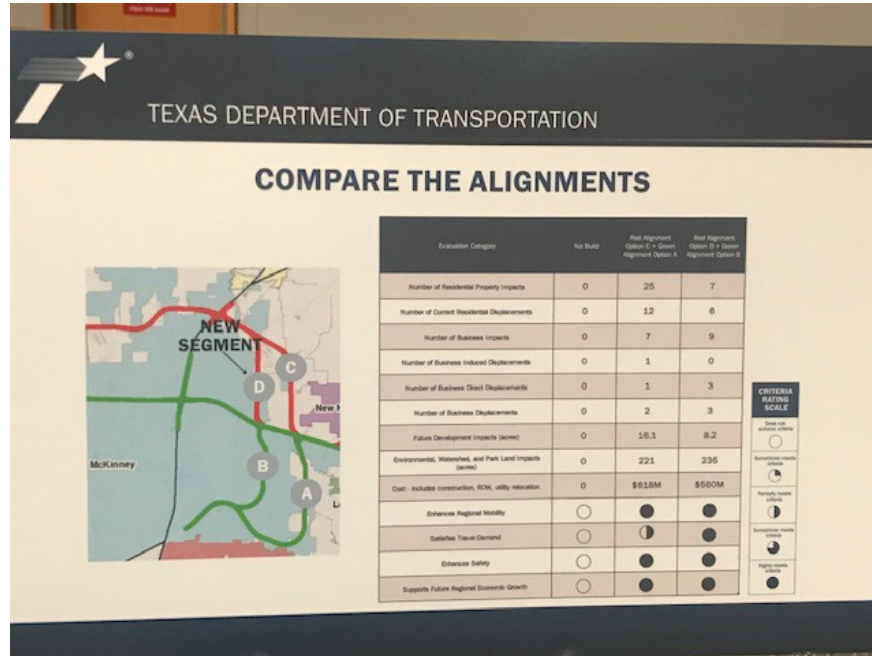


Exhibit Boards

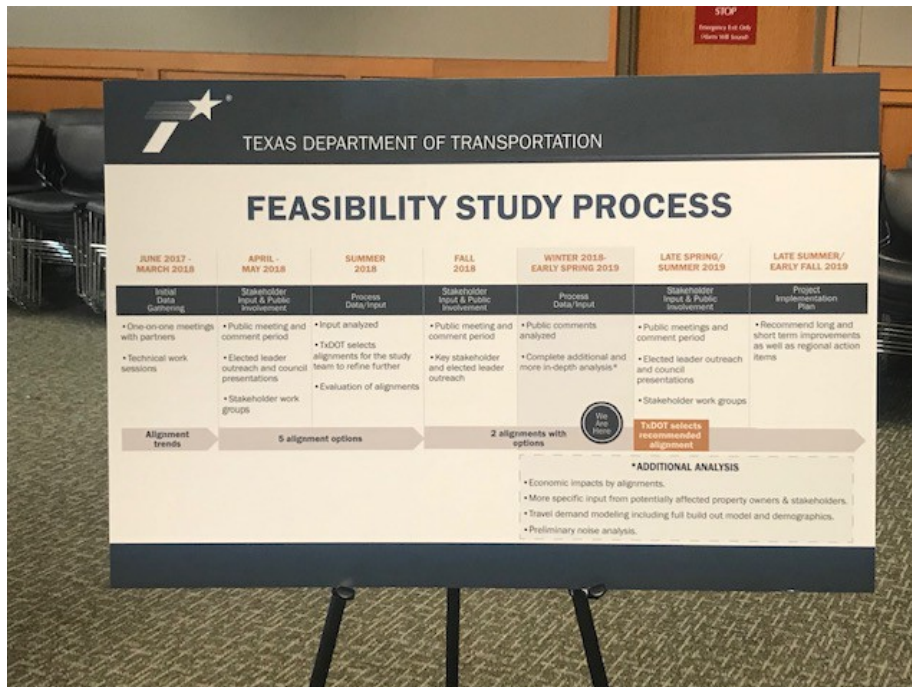


Exhibit Boards

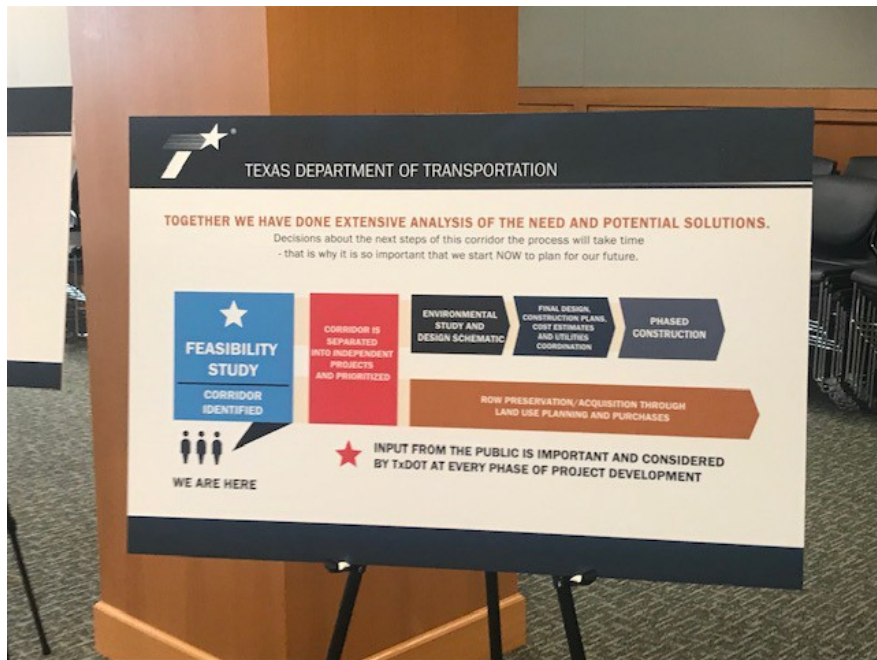


Exhibit Boards

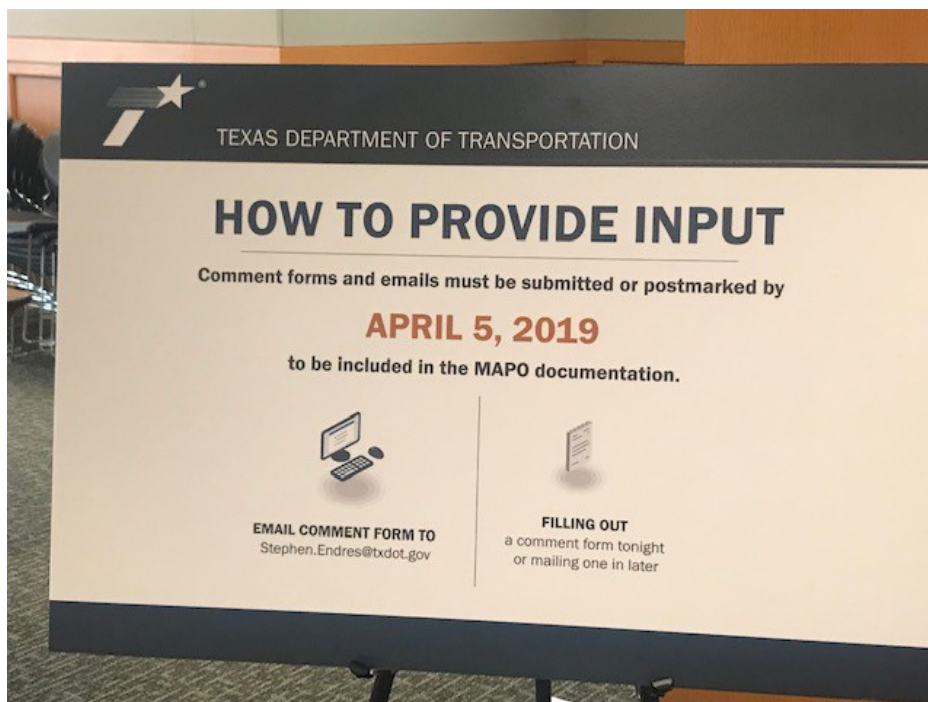


Exhibit Boards



Roll Plots



Meeting Participants



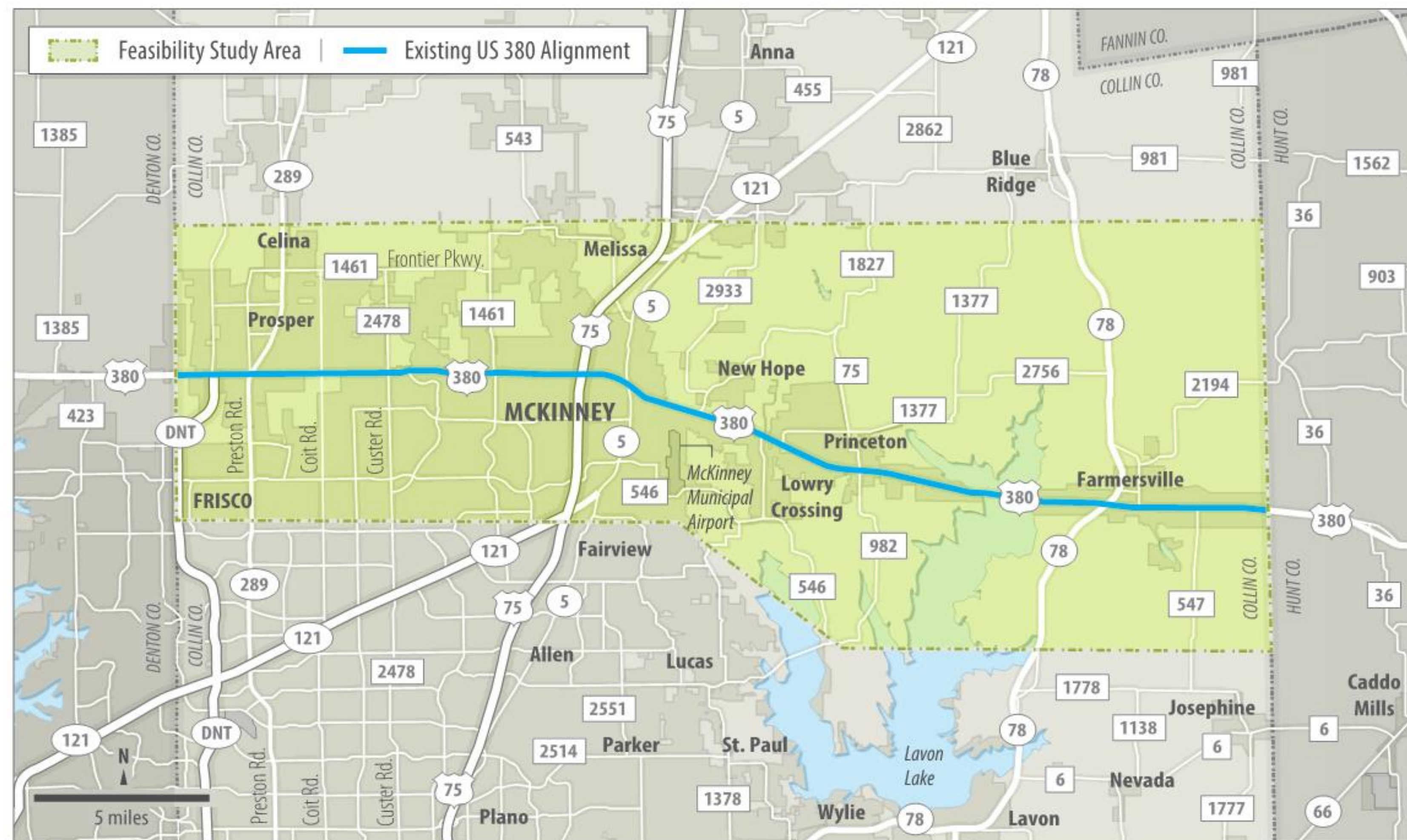
E2 Meeting Exhibit Boards



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

US 380 COLLIN COUNTY FEASIBILITY STUDY



DALLAS DISTRICT
MEETING WITH
AFFECTED PROPERTY
OWNERS

MARCH 21, 2019
6:00 TO 8:00 P.M.



NEW ALIGNMENT SEGMENT - RED D

Fall 2018



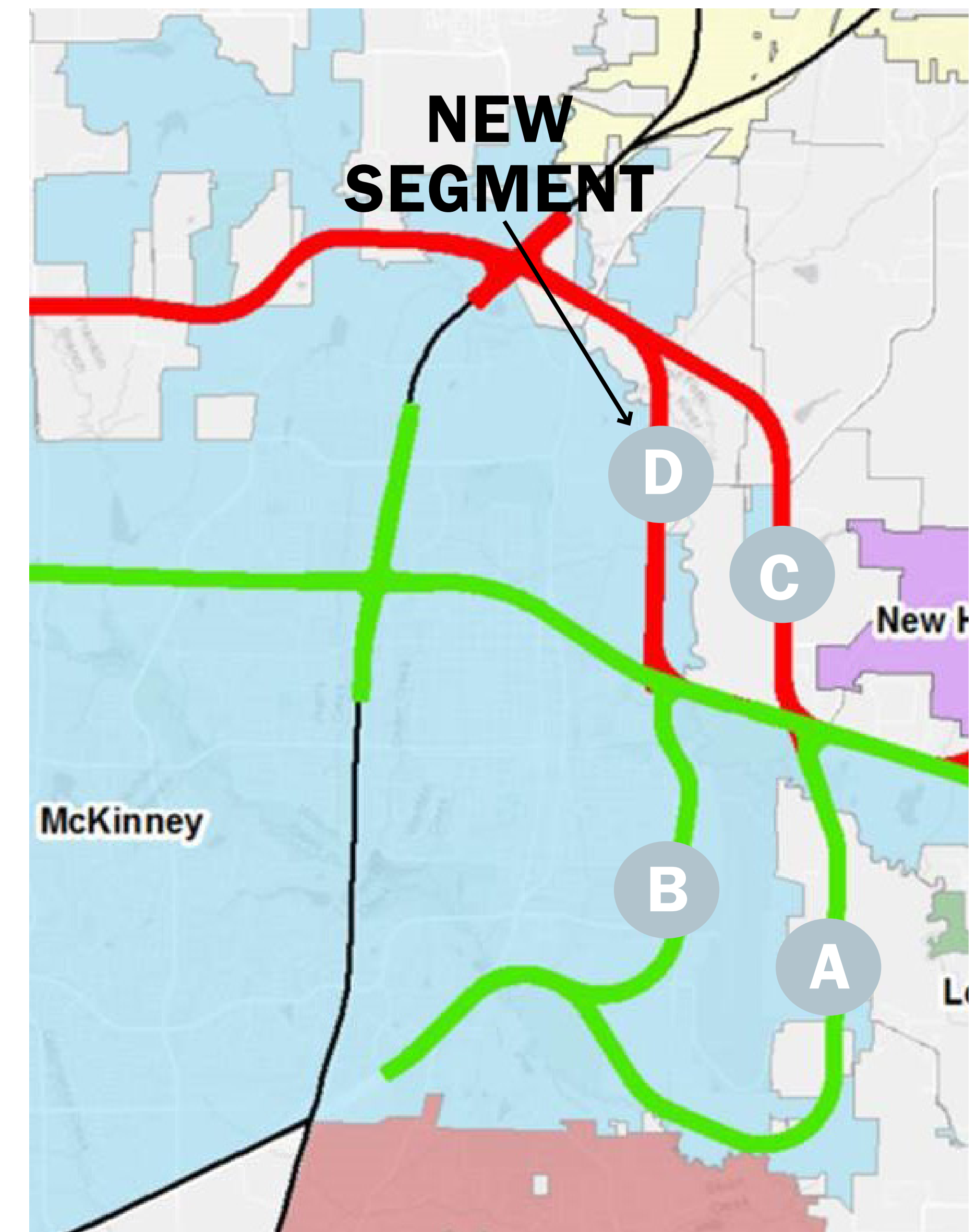
Why?

- Aligns with GREEN B

Why does GREEN B matter?

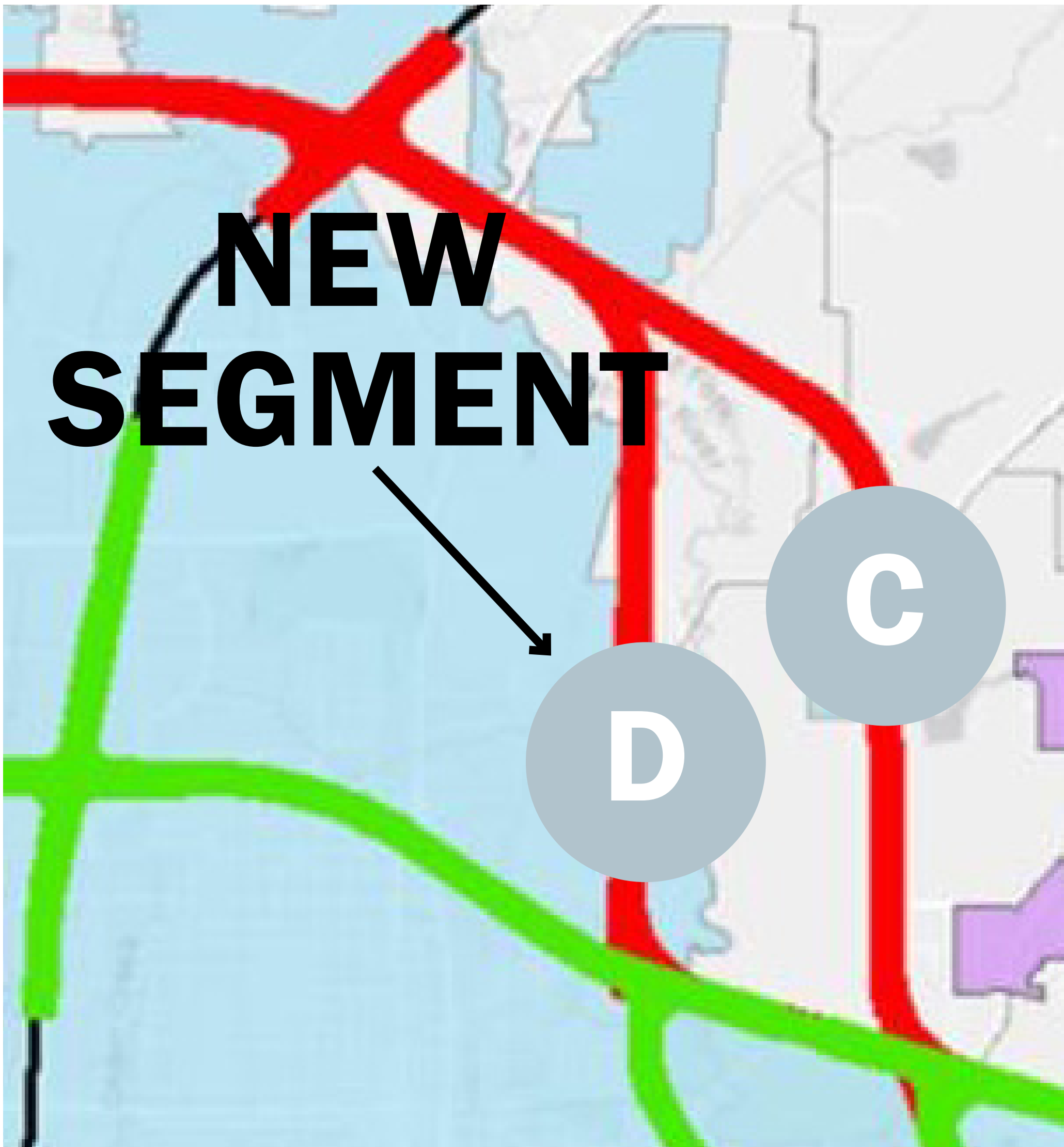
- Fewer impacts to parks than the GREEN A alignment
- In 2045 will carry approximately 50% more traffic than GREEN A

Spring 2019





COMPARE THE ALIGNMENTS



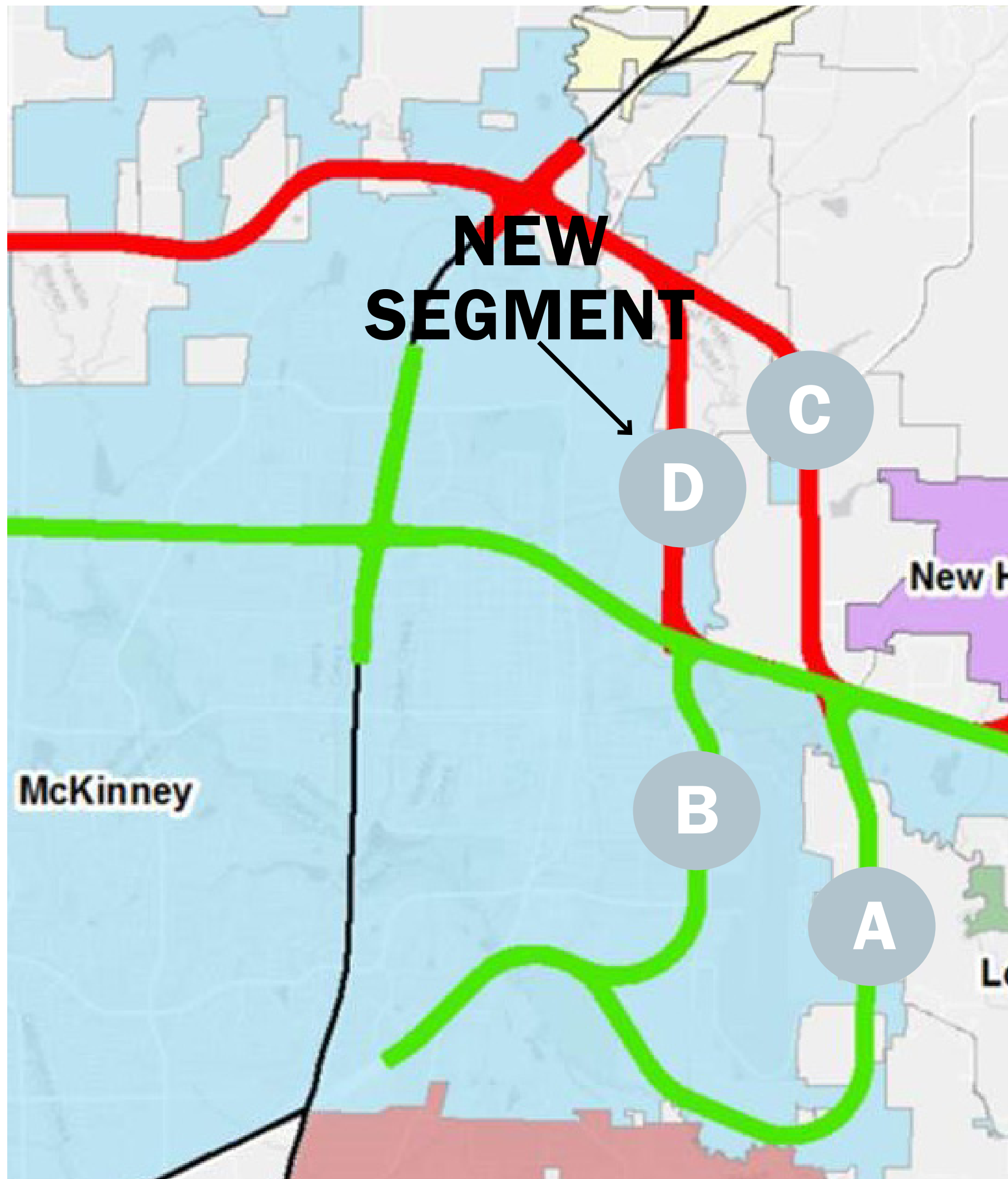
Evaluation Category	No Build	Red Alignment Option C	Red Alignment Option D
Number of Residential Property Impacts	0	11	2
Number of Current Residential Displacements	0	8	6
Number of Business Impacts	0	1	2
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	0	1
Number of Business Displacements	0	1	1
Future Development Impacts (acres)	0	5	2.7
Environmental, Watershed, and Park Land Impacts (acres)	0	48	115
Cost - includes construction, ROW, utility relocation	0	\$185M	\$294M
Enhances Regional Mobility	<div></div>	<div></div>	<div></div>
Satisfies Travel Demand	<div></div>	<div></div>	<div></div>
Enhances Safety	<div></div>	<div></div>	<div></div>
Supports Future Regional Economic Growth	<div></div>	<div></div>	<div></div>

CRITERIA RATING SCALE
Does not achieve criteria <div></div>
Sometimes meets criteria <div></div>
Partially meets criteria <div></div>
Sometimes meets criteria <div></div>
Highly meets criteria <div></div>



TEXAS DEPARTMENT OF TRANSPORTATION

COMPARE THE ALIGNMENTS



Evaluation Category	No Build	Red Alignment Option C + Green Alignment Option A	Red Alignment Option D + Green Alignment Option B
Number of Residential Property Impacts	0	25	7
Number of Current Residential Displacements	0	12	6
Number of Business Impacts	0	7	9
Number of Business Induced Displacements	0	1	0
Number of Business Direct Displacements	0	1	3
Number of Business Displacements	0	2	3
Future Development Impacts (acres)	0	16.1	8.2
Environmental, Watershed, and Park Land Impacts (acres)	0	221	236
Cost - includes construction, ROW, utility relocation	0	\$618M	\$560M
Enhances Regional Mobility	<div></div>	<div></div>	<div></div>
Satisfies Travel Demand	<div></div>	<div></div>	<div></div>
Enhances Safety	<div></div>	<div></div>	<div></div>
Supports Future Regional Economic Growth	<div></div>	<div></div>	<div></div>

CRITERIA RATING SCALE
Does not achieve criteria <div></div>
Sometimes meets criteria <div></div>
Partially meets criteria <div></div>
Sometimes meets criteria <div></div>
Highly meets criteria <div></div>



TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

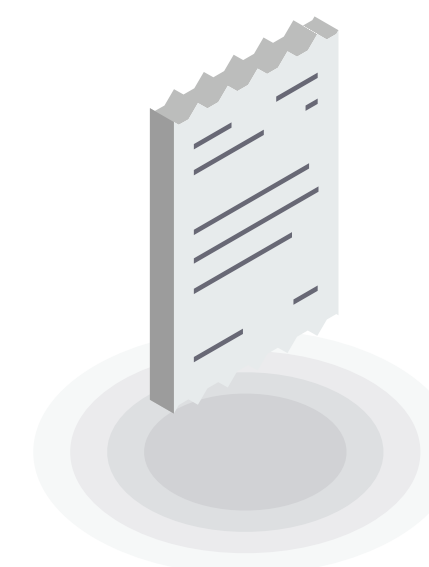
Comment forms and emails must be submitted or postmarked by

APRIL 5, 2019

to be included in the MAP0 documentation.



EMAIL COMMENT FORM TO
Stephen.Endres@txdot.gov

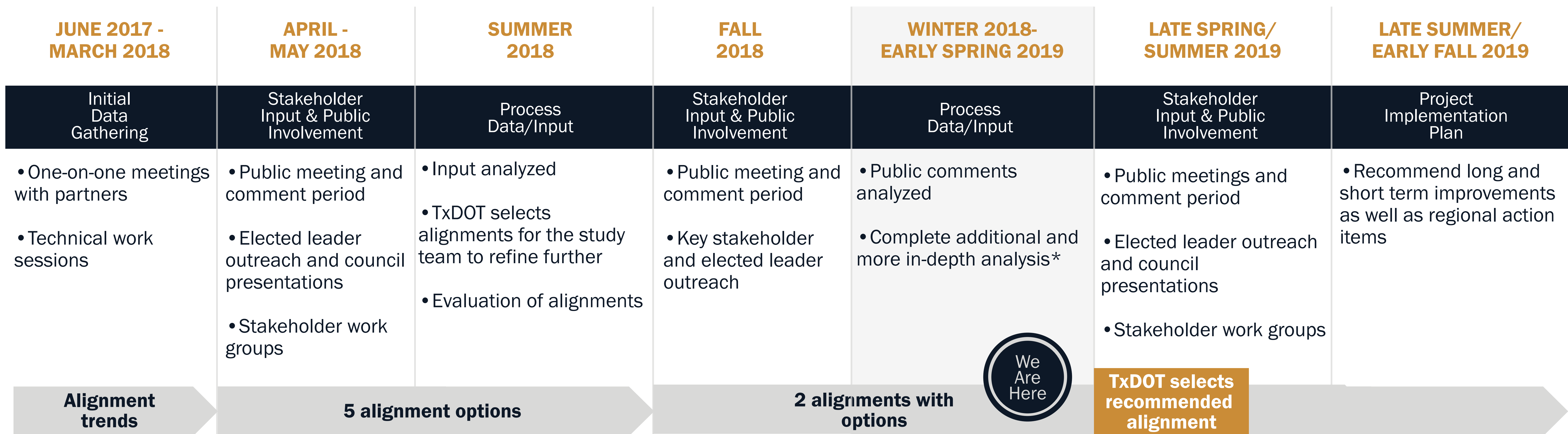


FILLING OUT
a comment form tonight
or mailing one in later



TEXAS DEPARTMENT OF TRANSPORTATION

FEASIBILITY STUDY PROCESS



*ADDITIONAL ANALYSIS

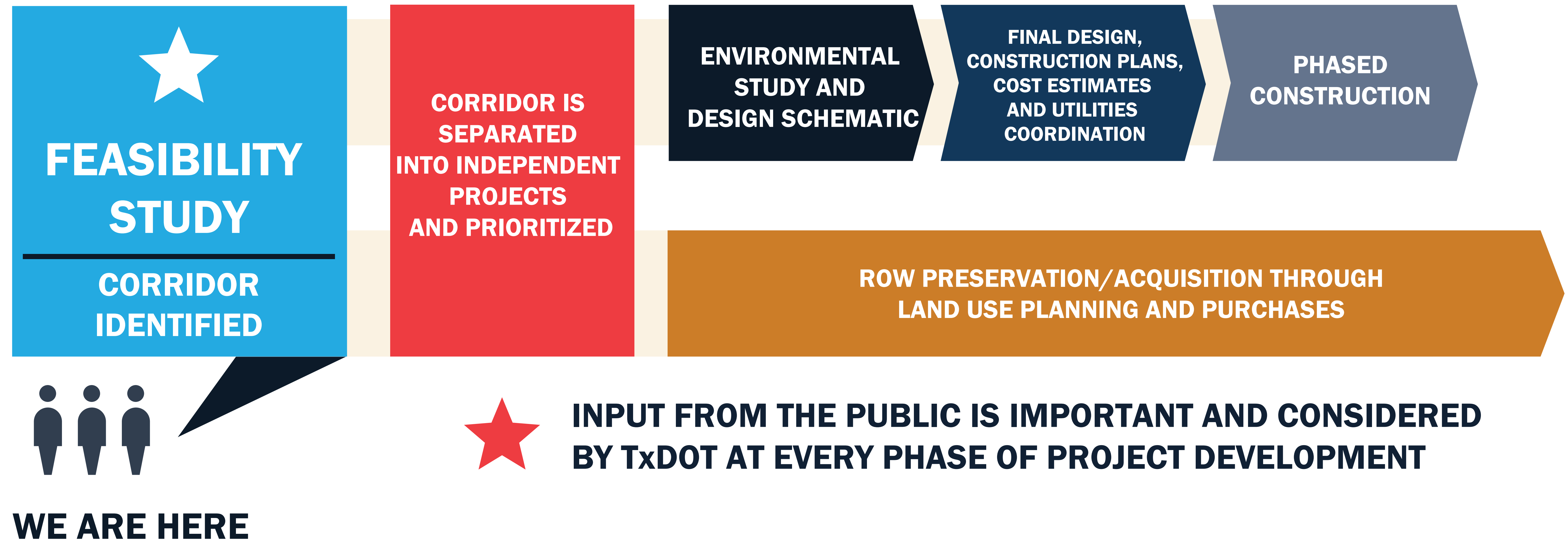
- Economic impacts by alignments.
- More specific input from potentially affected property owners & stakeholders.
- Travel demand modeling including full build out model and demographics.
- Preliminary noise analysis.



TEXAS DEPARTMENT OF TRANSPORTATION

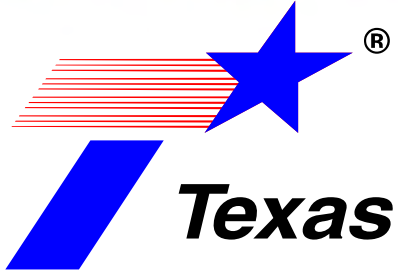
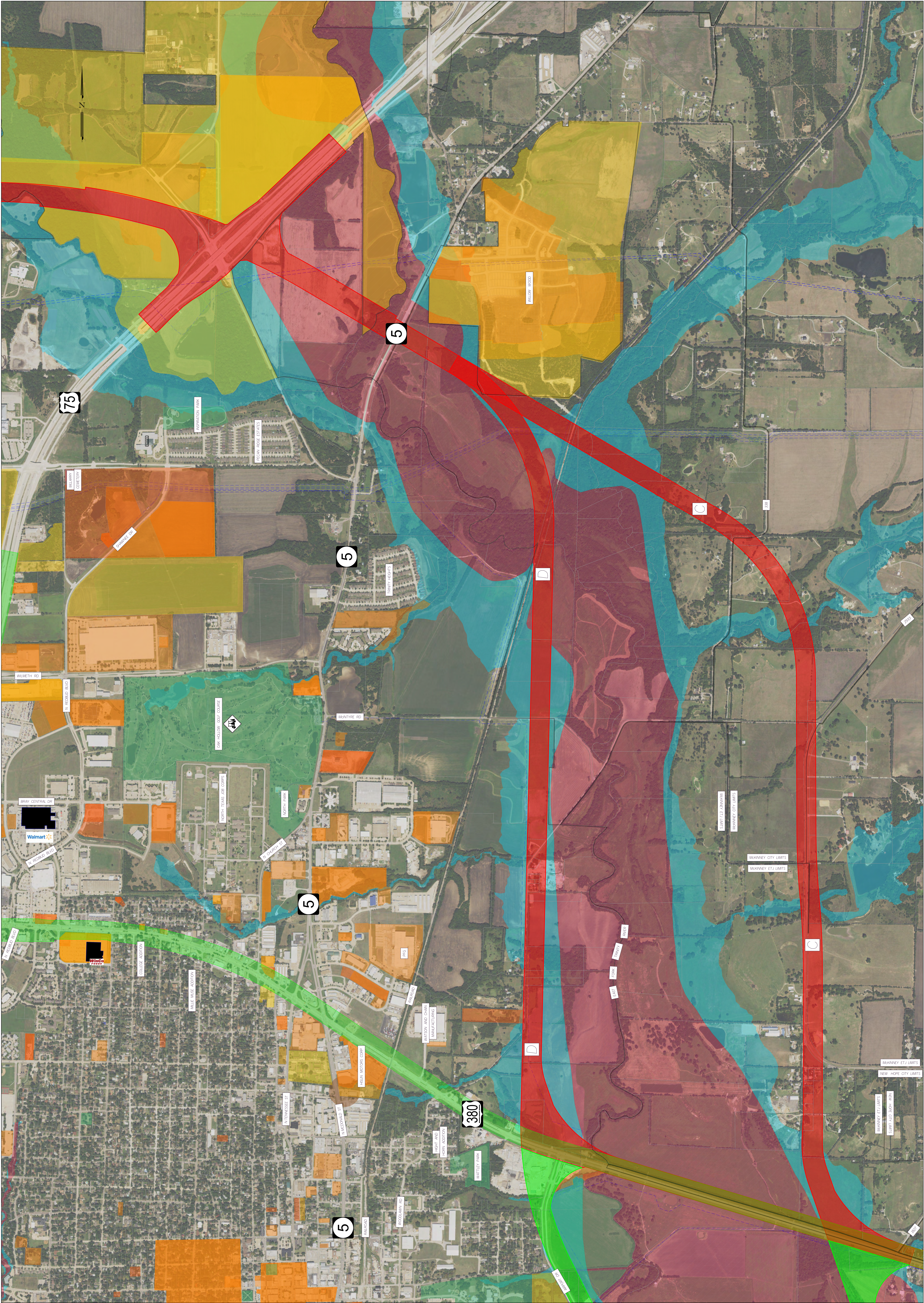
TOGETHER WE HAVE DONE EXTENSIVE ANALYSIS OF THE NEED AND POTENTIAL SOLUTIONS.

Decisions about the next steps of this corridor the process will take time
- that is why it is so important that we start NOW to plan for our future.





E3 Roll Plots



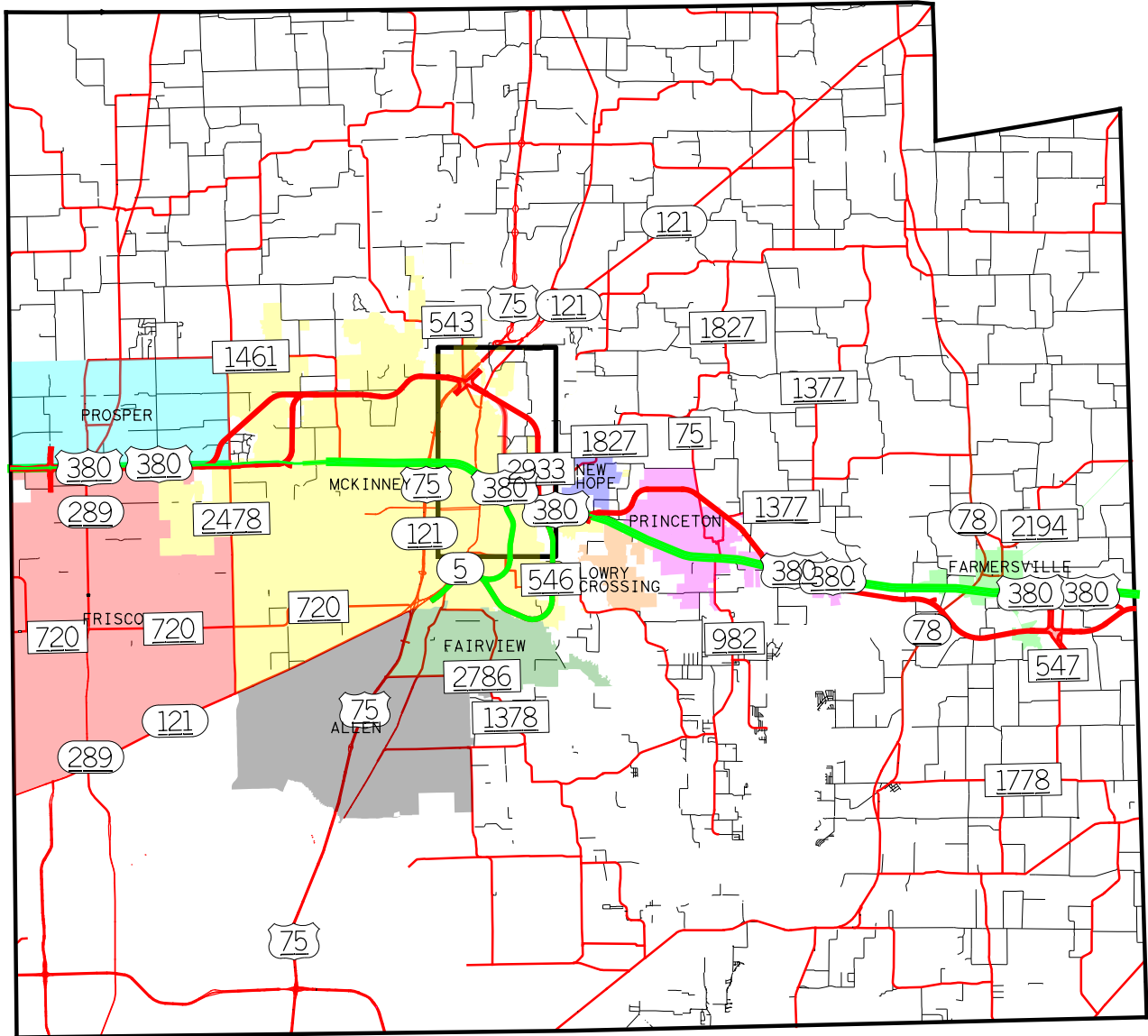
Texas Department of Transportation

DALLAS DISTRICT
MO BUR, P.E. - DISTRICT ENGINEER

**US 380 FEASIBILITY STUDY
COLLIN COUNTY, TEXAS**

CSJ: 0135-02-059
0135-03-048
0135-04-032
0135-05-026
0135-11-022

**RED ALTERNATIVE
MARCH 2019
ROLL 1 OF 1**



ROLL MAP LOCATION
NOT TO SCALE

LEGEND

ALTERNATIVE ROUTES
RED ALIGNMENT ALTERNATIVES
GREEN ALIGNMENT ALTERNATIVES

DEVELOPMENT STATUS
APPROVED ZONING
ACTIVE
APPROVED
BUILDING PERMIT ISSUED
PLATS FILED
UNDATED PLANNED DEVELOPMENT

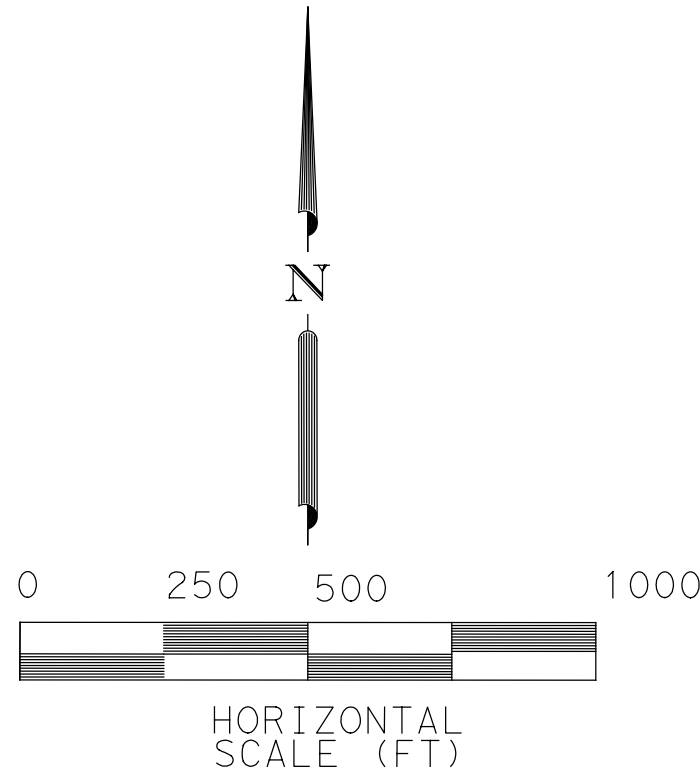
ENVIRONMENTAL CONSTRAINTS
PARK
CEMETERY
CLOSED LANDFILL
ACTIVE LANDFILL
100 Year Flood Plain
Regulatory Floodway
COE BOUNDARY

TRANSPORTATION ROUTES
US HIGHWAY
STATE HIGHWAY
RAILROAD

ADDITIONAL LOCATIONS OF INTEREST

POLICE STATION
FIRE STATION
HOSPITAL
AIRPORT
SCHOOL
GOLF COURSE

PARCEL BOUNDARIES
CITY LIMITS
UTILITIES



PRELIMINARY, SUBJECT TO CHANGE
BASED ON FURTHER DEVELOPMENTS RESULTING
FROM PUBLIC INPUT
AND TECHNICAL REVIEW.

NOT INTENDED FOR
CONSTRUCTION, BIDDING
OR PERMIT PURPOSES.

DATE APPROVED DATE SUBMITTED

SCHEMATIC PREPARED BY:
BMD ENGINEERING, INC.
REGISTRATION NUMBER F-845
JOSHUA RYAN ROBERTSON 110990
NAME P.E. NUMBER
XX/XX/2019
DATE
13900 N. DALLAS PKWY,
SUITE 700 DALLAS, TX 75248
ENGINEERING FIRM F-845